

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

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American Railroad Journal.

New York, Saturday, October 9, 1875.

Erie Railway.

The following is the full text of the report of Sir E. W. Watkin to the British Committee of Bond and Stockholders of the Erie Railway Company:

LONDON, Sept. 18, 1875.

1. I returned from New York to-day, having had the opportunity of examining on the spot the facts necessary for an understanding of the position of the Erie undertaking.

2. The rental guarantees and also the bond interest below the fourth series of the original mortgages are in arrear, and Board not only failed to pay the half-yearly interest accruing due on the 1st June last, on the Second Consolidated Bonds, which interest was announced as to be paid by Messrs. McCulloch & Co., on the 14th May last, but, without previous notice or warning, a receiver was appointed by the courts in the States of New York, New Jersey and Pennsylvania on the 26th May, and that receiver, in the person of the Hon. Hugh J. Jewett, President of the company, has been armed under the orders and direction of the courts with all necessary powers and authorities.

3. The current debt of the company, reduced by using up in part net profits of working earned *ad interim*, amounted on the 31st July last (according to the account rendered to me) to \$4,218,075. To or from that sum must be added or deducted current debit and credit balances due to or from other railway companies on interchange of traffic account. Probably this account may be at debit occasionally to the extent of \$200,000. The present amount as rendered to me is \$169,091 to debit. The estimated net balance or "net earnings" on the year ended 30th June, 1875, as rendered to me, was \$3,715,609, that is to say, the total income from all sources for the year ended 30th June, 1875, is stated at \$17,971,898, the total outgoings at \$14,256,289, and the net remainder is therefore \$3,715,609 as above. Thus, assuming the undertaking to be incapable of reform and improvement, it would require, if that form of recourse be adopted, nearly fourteen months of the whole net earnings in order to discharge the above debt. There are portions, however, of such debt which may not have priority over bond interest, and that question is now being investigated by Mr. Morris, and for the purpose of his report. At the same time it must be observed, first, that there are also claims on both sides of the account on capital and general account to be considered; and, second, that there are many items not strictly attributable to the ordinary operations of the year in question.

4. The annual account for the fiscal year to 30th September, 1875, will be audited and issued late in November or early in December next, and that account, completed and cleared of the deceptive and irregular entries and credits of past years, will give more exact information than these estimates can possibly furnish. This annual account should be accompanied by a carefully prepared "balance sheet," with some reliable estimate of the outcome of disputed transactions where possible and prudent. In the meantime, I may call attention to the estimate showing that the total receipts and credit items in the year's operations amount to nearly \$18,000,000, yet the net result yields but \$3,715,609, or only twenty-one per cent. It is only fair, however, to point out that the net profits of the general undertaking are taxed by the losses upon the rentals and working of the fourteen branch lines. Three only of these branches leave a direct profit and the

loss on the other eleven in the twelve months ended June 30, 1875, amounted to \$480,174, while the net loss, taking the balance on good and bad together, was \$195,698. Such figures seriously affect the general result. Mr. Jewett's report of 13th May last omitted from the estimate of "net earnings" of the nine months ended March 31, 1875, these and other deductions of loss, and thus probably an erroneous impression of the actual available net profit was unintentionally produced. Mr. Jewett gave \$3,163,454 as the net earnings of these nine months.

5. The annual interest, as claimed upon the bond debt, is stated at \$4,073,106, and the annual burden for rents, rent charges and leases, as claimed, is stated at \$1,100,911, or a total of \$5,174,017 of estimated fixed charge as against the estimated net earnings of \$3,715,609, or showing a deficiency in the year in question of \$1,458,409. While the three principal main lines of road in competition with the Erie—viz., the New York Central, the Baltimore and Ohio, and the Pennsylvania—give balances of profits varying from 34 to 40 per cent of gross receipts, the Erie would appear only to have given 21 per cent as above. In presence, too, of a not inconsiderable charge to "construction account." The charge to "construction account," or "capital," as it would be designated in England, in the year ended June 30, 1875, was \$1,003,297. That includes \$154,612 for "steel," or the differences between the value of iron taken up in relaying and steel laid down in its place, a charge which it will be more prudent to debit in future to revenue.

6. Should it be found possible under the management of Mr. Jewett to work the Erie undertaking at the rate of even 70 per cent of outlay, an additional net profit, without any increase of the quantity of traffic and income obtained or of the rates of charge, equal to some \$1,600,000 per annum would result, and we shall all watch with anxiety the changes of management already hopefully commenced. Again, if with such a rate of outgoing the traffic portion of the general income should equal or surpass the published figures of 1873, then all the fixed charges would be met and a surplus would remain. I would merely add that Mr. Jewett speaks with confidence of the probable future progress of the net earnings of the undertaking. I postpone the expression of any opinion of my own until

I have had an opportunity of inspecting the annual account and balance sheet. In the interval, some change for the better in the general trade of the country may follow the recent harvest.

7. The exceptional gauge of the railway is, however, a source of exceptional cost in working, and in more prosperous times it must be gradually converted into the national gauge of the country. I refrain, for obvious reasons, from giving particulars of the outside obligations or claims made on behalf of the company, in many cases the subjects of hostile litigation. These are being, and will, I trust, continue to be, dealt with by the receiver with an unbending determination to modify or get rid of burdens now depleting the proper income of the bond and stockholders. The report of Mr. Morris will throw light upon these questions.

8. The ledger entries necessary for constructing a balance sheet taken out at my request will demand your consideration, and they will speak for themselves. They cannot, however, include estimates of the probable results of pending or proposed litigations, such as those with Commodore Vanderbilt, the London Banking Association, Mr. McHenry and Mr. Jay Gould. Complicated transactions and large amounts of money are involved in many of these suits and proceedings.

9. Having inspected the main line, the principal workshops and some of the branch lines, I have formed the conclusion that the railway, together with the plant upon the ground and running, is in a full average state of repair, according to the standard of the United States. At the same time it has been stated to me that about one-tenth of the nominal stock of engines and one-seventh of the nominal stock of cars are represented by useless or worn-out vehicles, or are missing in number. Still it is satisfactory to be assured that only one engine in ten of the effective stock is in the shop for repairs or renewal. At the principal workshop at Susquehanna a pay bill of 1,200 names has, they inform me, been reduced to 500, without any reduction in the quantity of work actually performed. But with the pay bills habitually for months in the arrear it would be difficult to imagine the possibility of either discipline or economy, and the mismanagement of years past cannot be all at once remedied or even in some cases modified.

10. In the present state of the credit of the Erie undertaking it seems to me as impossible as it would be unwise, even were it possible, to endeavor to raise and remit more capital from England. I can recommend to you no policy but that of self-redemption; the railway must pay its debts by the use of that part of its current net earnings which the courts may permit to be so appropriated. If the difficulty had been fairly looked in the face in 1872 many unhappy persons would have been saved from loss, and before now discipline and economy would have been fully established. Let it be hoped that the bond and stockholders will have the courage now to submit to a period of self-denial, and will consent to pay their debts and complete essential obligations out of available net profits, the bondholders receiving in place of cash such equitable obligations realizable out of surplus revenue in the future as each according to right and priority may justly claim. Placed in fair and honest hands, hands undefiled by speculation, the undertaking must, if possible, be made self-supporting by increased income and reduced working expenditure.

11. A receivership is the alternative of the time; a foreclosure has been threatened. If the latter is to be avoided there must be co-operation and control in the working of the

former. A receivership worked in cordial concert with all the honest interests in the company will give a strong hand where it is so much wanted, and will enable prompt action to resist intrigues, as well as to solve, on rigid principles, many doubtful obligations. Such a management is under the sanction of the courts, which can be appealed to if need be by any bond and stockholder. And however much I may deplore as unfortunate the announcement of the dividend on the second bonds, I advise you to accept the receivership as the best alternative, under all the circumstances now possible, and I further advise you to rely upon the honor, as I feel assured you may, also upon the anxious labors and full experience of the President and receiver. His task, be it remembered, is no light one. He is not responsible for the past, yet he has everything to reform. Following two predecessors, the one a great adventurer and the other a man eminently unfortunate in the conduct of your affairs, he has inherited to some extent the evil reputation of the one and the mistakes of the other. At the same time the burden of irregularities in England has been laid upon his shoulders, while those who induced him to take the helm have been disappointed by his refusal to be either their servant or their defender. Adopting such an attitude of independence he deserves support, and as he invites co-operation and counsel he will, I fully believe, so sustain and advised, do all that is possible to retrieve the future and the honor of the undertaking. Without the support cordially given of all concerned he must be powerless to effect the changes demanded.

12. When I arrived in New York on the 9th August I found that Mr. Jewett had sustained a severe accident, and was lying in bed in his house in Staten Island, his thigh fractured and one of his fingers dislocated. He, however, wished at once to see me, but I refrained from calling upon him until after the interval of a week occupied in inquiry and inspection. My first duty was to ask for an explanation as to the announcement of the payment of interest on the second bonds, followed by default and the appointment of a receiver. I sent home at the time a memorandum on the subject, to which copies of all essential documents were attached. It is sufficient, therefore, here to say that Mr. Jewett, on the 27th May, sent home expressly for publication, and in answer to a demand from England for an explanation for purposes of publication, a complete statement which has never yet appeared in print. Had public circulation been given to it at the time all parties would, I think, have been reassured by such a narrative, clear, frank and complete in its nature and purport.

13. Satisfied with Mr. Jewett's explanation upon this question of confidence or no confidence, discussions between us have proceeded, and I have been able (more recently aided by the sound and mature advice of Mr. Morris, your legal adviser, who, accompanied by Sir Joseph Heron, landed in New York about ten days after my own arrival) to come to a general understanding and agreement with the receiver in terms which, I hope, may meet with general approval. Mr. Jewett cordially adopts the principal that those who really own the property should practically manage it through their own representatives, he himself being one of those representatives, a trustee, but not a master. And in carrying out that principle Mr. Jewett has, with an alacrity for which I feel grateful, proposed or adopted all the details which have appeared to me to be judicious, just and necessary. For example, your legal adviser, Mr. Morris, has been accepted as

the colleague of and co-adviser with the counsel of the company; a committee of consultation, composed either of yourselves or of such other representatives of all the classes of securities as upon a deliberate vote, to be at once taken, the bond and stockholders may select, is to oversee all these proceedings and expenditures which the use of net revenue due for bond interests in the payment of debt may lead to, and generally to be consulted by and to co-operate with the receiver. Three new directors, men of high position and character, are to be elected to seats at the board, in place of three of the present directors who resign. An office is to be opened in London, and every month a statement of the actual earnings and expenses of the undertaking, together with periodical reports from the President and receiver, are to be sent to that office for inspection. More important than all, efforts are to be made to give the bondholders, whose interest is or may be in default, a distinct representation in all votes of the company, and the stockholders are to be invited to concentrate their powers of attorney and their proxies in the hands of their chosen representatives, so that the company, bound together by a distinct organization, shall no longer be the mere victim of adventurers speculating on the chances of a loan of so many shares or of the proxies thereon. The memorandum signed between Mr. Jewett and myself, and which memorandum Mr. Morris and Mr. McFarland, with the co-operation of Mr. Eaton, will submit to the court, is as follows:

MEMORANDUM of Understanding between Mr. H. J. Jewett and Sir Edward W. Watkin, for submission to the Committee of Bond and Stockholders:

(1.) The Board of the Erie Company having confirmed the proposals which were passed between Mr. Jewett and Sir Edward Watkin, as detailed in the correspondence, the three nominees of the Bond and Stockholders Committee proposed by Sir Edward W. Watkin, and who have been invited to take seats in the Board, are to be elected by the Board on Thursday next, provided a quorum of the Board be present, and, if not, as soon thereafter as a quorum can be obtained; and should these three, or any, or either of them, decline to act, then nominees to be selected in their places.

(2.) Mr. Morris is associated with counsel for the receiver and for the company, and is to be regarded and treated as one of the professional agents and advisers of the undertaking.

(3.) While Mr. Jewett recommends that the final decision as to a scheme for financial reorganization be postponed until after he has had a further twelve months of opportunity to show what amount he can develop the net earnings of the company by increased business and reduced expenditure, he will nevertheless transmit, without delay, to Sir Edward William Watkin a memorandum showing his views of such scheme for the consideration of the committee.

(4.) It is agreed that the retention and judicious expenditure of net earnings for a certain period of time is essential: that the bondholders, as well as the preference and ordinary stockholders, in proportion to the just measure of their respective interests, ought to have a voice in the expenditure of net earnings otherwise applicable to the payment of interest on bonds. To this end a vote is to be taken, under the charge of the stock and bondholders committee in London, at the earliest possible period, upon the constitution of a committee of consultation consisting of representatives of each class of bonds and of the preference and ordinary stock, and that the committee so appointed shall designate a special representative whose consent and approval shall be taken by Mr. Jewett in the payment and expenditure of all moneys derived from the net earnings of the undertaking (otherwise applicable to the payment of interest

on the bonds which the Court, with the consent of such bondholders or their representatives, may permit to be so dealt with) to defray such past debts as the Court may order, and to complete essential outlays on capital account, such retention of net earnings not to exceed two years from June 1, 1875. The committee so created as herein provided to have authority to open an office in London for general purposes of business, and for a place of meeting for such committee of consultation, and the expenses connected therewith to be defrayed out of the funds of the company, it being understood that all things herein contemplated are to be performed under and subject to such judicial orders as have heretofore been or may hereafter be made in the premises.

(5.) Monthly statements of actual earnings and expenses, together with a report from the president and receiver, to be regularly submitted to that office.

(6.) It is essential to the future prosperity of the undertaking, under any plan of reorganization, that there should be strength and stability in the management of the company. This can only be secured by so placing the voting power that it cannot be used to further disunion and promote the designs of outside parties to the prejudice of bona fide investors in the stock and bonds of the company. It is moreover just in principle that bondholders whose interest is in arrear should participate in the voting power. Therefore the stock and bondholders abroad, and also in the United States, are to be invited and urged to give their power of attorney and proxies to Sir Edward W. Watkin, whom failing, to such other person or persons as the said representative or representatives of the bond and stockholders shall nominate and designate, so that the voting power may be used solely in the interest of good government and to promote harmony and efficiency in the administration of the company.

(7.) In any scheme of financial reorganization provision is to be made for giving a voting power to bondholders whose interest is in arrear so soon as the requisite authority can be obtained, or for such rearrangement of the voting power, now vested in the stockholders alone, as will vest it in the parties really interested, with just regard to the relative position and rights of the different classes in interest, the exclusion of foreign stockholders from the Board of Directors to be if possible repealed.

(8.) On the above basis Mr. Jewett, as president and receiver for himself and for his Board (under the Board resolution of the 2d of September, 1875, and generally) and Sir Edward Watkin, on behalf of the Committee of Bond and Stockholders agree to co-operate together, with the view of restoring the Erie undertaking to credit, and of putting an end to the period of receivership as speedily as prudence will admit, regard being had to the necessity of terminating or modifying, by legal process or by arrangement, the various inequitable and oppressive arrangements which have been forced upon the undertaking by past mismanagement.

(Signed) E. J. JEWETT,
E. W. WATKIN.

14. Whatever course is decided on by the English and foreign bond and stockholders will, I believe, be adopted in the United States in the full spirit of co-operation for a common object. The bond and stockholders on that side of the Atlantic are equally sensitive on the point of dishonor involved in the past Erie management, and the organization in New York of Mr. Hooper and others has been dissolved with a view to avoid the slightest appearance of antagonism. The three new directors first proposed are men not known as railway men, probably, but holding high and honorable position. They were the Hon. David A. Wells, who in a critical time filled the office of Secretary of the Treasury; the Hon. William Brown, of Portland, and the Hon. William Spaulding, of Buffalo. As Mr. Wells'

public engagements stood in the way of his accepting the office of director, and as Mr. Spaulding pleaded his age and varied occupation, Mr. Welsh and Mr. Talman have been chosen in their stead. Mr. Wells has, however, very kindly offered to act on any committee appointed, and Mr. Spaulding has expressed his readiness to co-operate in any way in his power.

15. Your legal adviser, Mr. Morris, is engaged in preparing a full report of a very important character upon the legal and judicial position of affairs, and that report will be laid before you by him on his return to England. I need not say that the preparation of that report, so important in elucidating the facts of the case, has involved great pains and labor, and will require time to complete it for future reference.

16. When you have this report there will be ample materials before you for the preparation of a carefully considered plan of rearrangement to be submitted to the bond and stockholders; but in the meantime, as preliminary to a general meeting of the bond and stockholders, who will be anxious for a more detailed explanation of their affairs, and upon whom the responsibility of selecting a representation in which they have confidence must now be imposed, you will probably circulate this report.

17. As respects the usually heavy fees and charges attaching to a receivership, I have the pleasure to state that Mr. Jewett does not contemplate or intend to receive any other remuneration than that of his salary as president of the company.

18. An inventory of the whole property of the company is in course of preparation in the form which I here attach.

I beg to remain, very faithfully yours,

E. W. WATKIN.

P. S.—I have since arrival here received a telegram to the effect that Messrs. Brown, Welsh and Talman have been elected as directors, Mr. Barlow and Mr. Roberts having retired.

Delaware Railroad.

The earnings of this road for the years ending October 31, 1873 and 1874, were:

	1873.	1874.
From passengers.....	\$157,844 16	\$155,007 28
" freight	368,298 76	269,078 91
" mails, etc.....	8,528 00	11,882 60
	\$534,670 92	\$435,968 79

Operating expenses.....	\$384,963 07	\$305,178 15
Dividends on stock, and interest on bonds, less rent of branch roads received	125,093 41	125,173 51

	\$510,056 48	\$430,351 66
Surplus for the year....	\$24,614 44	\$5,617 13

In 1873, the operating expenses, as per agreement with the lessees, are placed at 72 per cent, and in 1874 at 70 per cent of gross earnings. Concerning the business of the road for 1874, the president in his report says:

Considering the loss of the peach crop and the depressed condition of trade, this is a very satisfactory result.

The road has been kept up in good order by the lessees. The canal bridge has been almost entirely rebuilt, both in masonry and superstructure, and thirteen other bridges greatly improved by new work. About nine miles of track have been relaid with new iron, in which were used over 800 tons of new rails. There have also been put into the track 37,487 cross ties, 510 double lengths.

There was expended for construction, for excess of weight of new rails over old taken out,

widening draw at Seaford, new freight house at Dover, and other improvements and additions to the road, the sum of \$17,404 77, which has been paid for by the issue and sale of stock guaranteed by Lessees. The mileage of trains has been as follows:

Passenger trains.....	102,433 miles.
Freight "	164,731 "
Gravel "	3,635 "
Wood "	3,336 "

Total.....264,135 miles.

The value of the Sinking Fund on

January 1st, 1875, was at par.....	\$164,201 08
Value, January 1st, 1874.....	147,960 80

Gain for the year.....\$16,240 28

Satisfactory arrangements have been made by which the loans of \$600,000, falling due July 1, 1875, will be paid off.

The Lessees have elected to take the road for twenty one years more after the expiration of the present lease, in accordance with the provisions of said lease.

TREASURER'S REPORT, Dec. 31,

	1873.	1874.
Railroad.....	\$1,793,732 18	\$1,842,136 86
Smyrna Branch.....	32,602 59	32,602 59
Dorchester Branch..	110,054 61	110,069 61
Townsend Branch...	222,178 18	222,643 18
Sundries	4,678 92	2,042 53
Phil., Wilm. and Balt.		
R. R. Co.....	1,749 84	.....
Cash.....	71,785 88	52,302 47
	\$2,236,776 70	\$2,261,797 24
Capital stock.....	\$1,296,300 75	\$1,330,950 27
Mortgage bonds....	500,000 00	500,000 00
State of Del. bonds..	170,170 00	170,000 00
Guaranteed bonds...	100,000 00	100,000 00
Extension mort. bonds	100,000 00	100,000 00
Dividends	22,025 70	23,257 99
Interest.....	47,361 10	26,577 10
Expenses.....	1,089 15	1,089 15
Phil., Wilm. and Balt.		
R. R. Co.....	.....	9,922 73
	\$2,236,776 70	\$2,261,797 24

President.—S. M. FELTON.

Directors.—Samuel M. Felton, Isaac Hinckley, Andrew C. Gray, Joseph Bringhurst, Charles Warner, Edward Bringhurst, Jr., Isaac Jump, Manlove Hayes, H. B. Fiddeman, Alexander Johnson, William H. Ross, Albert Curry and J. Turpin Moore.

Treasurer.—MANLOVE HAYES.

Chesapeake and Ohio Railroad.

RICHMOND, Va., Oct. 5.—A bill of foreclosure on the Chesapeake and Ohio Railroad Company's first mortgage was filed yesterday in the United States Circuit Court for this district. An identical bill has also been filed at Parkersburg, West Va. An order preliminary to a receivership, together with an injunction restraining any interference with the mortgage property pending proceedings, has been issued by Judge Bond. Upon the entry of the decree of sale, all the parties interested will unite in the purchase of the line and its franchises, paying therefor the securities they now hold. The judgment will clear off all existing liens on the property, and enable the corporation to obtain additional capital to complete their connections with the West.

The Long Island Railroad Company propose soon to begin the extension of their track from Far Rockaway, on the beach. It will run almost parallel with the Southern Railroad track, and will be continued to a point some distance beyond the Neptune House.

Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING OCTOBER 1, 1875.]

MECHANICAL AND RAILROAD.

- 167,614. Universal turning lathes, R. Koch, Dortmund, Prussia.
- 167,616. Car brake shoes, M. Madden, Harrisburg, Penn.
- 167,639. Feed water regulators, C. M. Bridges, Leon, Iowa.
- 167,671. R. R. frog points, J. Johnson, Harrogate, Eng.
- 167,692. Rotary engines, C. F. Roth, Winterset, Iowa.
- 167,718. Car couplings, G. Wernimont, Dubuque, Iowa.
- 167,734. Rolls for rolling metal, A. R. Boluss, Cincinnati, Ohio.
- 167,743. R. R. switches, D. F. Kavonough, Greentown, Penn.
- 167,756. Vacuum air brakes, F. W. Eames, Watertown, N. Y.
- 167,767. Car couplings, W. B. Hunter, Toledo, O.
- 167,800. Furnaces for manufacture of iron and steel from ore, W. A. Stevens, Succasunna Plains, New Jersey.
- 167,803. Rotary engines, A. Strum, Harrodsburg, Ind.
- 167,808. Rotary engines, G. Savage, Sloan, Iowa.

MINING.

- 167,625. Ore feeders, C. P. Stanford, San Francisco, Cal.
- 167,628. Earth augers, J. P. Summers, Tiffin, O.
- 167,638. Ore crushers and amalgamators, C. Braids, Copperopolis, Cal.
- 167,659. Tripods for rock drills, G. C. Githens, N. Y. City.
- 167,719. Colliery plants, R. A. Wilder, Cressona, Penn.

SHEET METAL.

- 167,796. Manufacture of metal tubing, D. M. Sommers, Brooklyn, N. Y.

Tennessee Railroad Tax.

The railroad tax commissioners of the State of Tennessee have completed their labors and submitted the results to the Controller.

The railroads were allowed to choose between being taxed $1\frac{1}{2}$ per cent. on their gross earnings or 40 cents on the \$100 assessed value of the property lying in the State.

The following roads preferred the former: Nashville, Chattanooga and St. Louis, Western and Atlantic, East Tennessee and Virginia, embracing the roads under its contract, East Tennessee and Georgia, Memphis and Charleston, Winchester and Alabama, McMinnville and Manchester, Tennessee Coal and Railroad Company, and Tennessee and Pacific.

The following refused the $1\frac{1}{2}$ per cent. alternative, some denying that the State had any right to tax certain portions or all of their lines, in any manner, and were accordingly assessed for taxation at the rate of 40 cents per \$100: Mobile and Ohio, St. Louis and Southeastern, Cincinnati, Cumberland Gap and Charleston, New Orleans, St. Louis and Chicago, Mississippi and Tennessee, Paducah and Memphis, Louisville and Nashville, main stem and roads under their control, namely, the Tennessee and Alabama, Memphis and Clarksville, Memphis and Ohio, Knoxville and Charles-

ton, Knoxville and Ohio, and the Rogersville and Jefferson road.

The county authorities are allowed to tax the latter group of roads at as high a rate as the State, but it is supposed that not more than 10@25 cents will be levied. As to the first group, there will probably arise conflicts of authority, which the courts will have to settle, but the act of the Legislature, as it stands, prevents the counties from taxing them in any way. The result of this will be to cause inequality between the taxes levied, as one set of railroads are protected from any taxation save that of the State, while another set will be taxed additionally by counties and towns.

It will be noticed in the following list of State assessments that the authorities have paid the L. and N. railroad the undesirable compliment of assessing it higher than any other road in the State. The tables show the number of miles in the State and the rate of assessed value:

Mobile and Ohio, 117 miles at \$16,000.	\$1,872,000
St. Louis and Southeastern, 48 miles at \$6,000	288,000
Cincinnati, Cumberland Gap and Charleston, 39.3 miles at \$10,000	393,000
New Orleans, Chicago and St. Louis, 116 miles at \$12,500	1,451,625
Mississippi and Tennessee, 9.3 miles at \$10,000	99,300
Paducah and Memphis 66 miles at \$8,000	528,000
Louisville and Nashville (main stem), 45.42 miles at \$18,000	817,560
Nashville and Decatur division, 92.97 miles, at \$11,000	1,022,670
Memphis and Clarksville, and Memphis and Ohio divisions, 212.6 miles at \$15,000	3,189,000
Knoxville and Charleston, 16 miles, at \$10,000	160,000
Knoxville and Ohio, 38 miles, at \$12,000	456,000
Rogersville and Jefferson, 16 miles, at \$5,000	80,000
816.59 totals	\$10,357,155
Assessments by counties and towns	10,607,665

Total assessments.....\$20,964,820

European and North American Railroad.

At a meeting of the creditors of the consolidated European and North American Railroad Company, in Bangor, Me., on the 5th inst., the committee submitted a report showing the total indebtedness of the road to be \$7,372,704 95, and the net earnings for 1874 to be \$334,830, a sum sufficient to pay four and a half per cent. on this entire indebtedness. They estimate that \$600,000 can be realized from the sale of lands and other property of the company to reduce said indebtedness. The committee have obtained the consent of the stockholders to transfer a controlling interest in the road to the creditors, they to organize and take control and devote the net earnings of the road for three years to necessary repairs and improvements and the payment of such debts as are required to prevent the sacrifice of property, the balance to be devoted to the payment of the floating debt with certain restrictions, and to extend payment of the principal of the floating debt six years with interest. They likewise propose to the holders of the funded debt to bond half their coupons, giving certificates of indebtedness for the same, the coupons to be held by the Trustees and canceled when the certificates are paid.

The report was accepted, and resolutions were adopted by the meeting embodying the main fea-

tures of the report, that the road be conveyed to the creditors in trust for four years, and that if the road pay in the meantime certain mentioned debts amounting to \$60,000, the creditors shall reconvey the road to the stockholders; otherwise the property to become the absolute possession of the creditors. This was agreed to by the committee of creditors, the committee of the International Railroad Construction and Transportation Company, and by the Trustees of said company.

A meeting of the bondholders will be held Oct. 19.

Northern Pacific Railroad.

Pursuant to a call issued by the Secretary of the Northern Pacific Railroad Company, the new company (comprising the original bondholders) met at the office of the company, No. 23 Fifth Avenue, on the 29th ult., for the purpose of receiving the report of the committee appointed to purchase the road, and to elect a board of directors. Mr. Joseph Dillworth, of Pittsburg, Penn., was elected chairman, and Mr. David Small, of York, Penn., Secretary. The following report of the committee appointed to buy in the road at the foreclosure sale was then submitted to the action of the meeting:—

The undersigned, a committee chosen by the bondholders at their general meeting, held in the city of New York on the 30th day of June last, "to attend the sale of the railroad and other property of the company, with a view to purchase the same and take title therefor for the benefit of all the parties assenting to and complying with the conditions of the plan of reorganization; to assume the management of the railroad and property when they shall have acquired title thereto; to attend to the issuing of bonds and stock, perfecting the title, and generally to do all things necessary for the complete execution of the plan, and to place the railroad again under the control and management of a board of directors, to be elected hereafter by the preferred stockholders," having attended to the duties assigned to them beg leave briefly to report their proceedings to date:

The foreclosure of your mortgage was initiated on the 16th of April last in the United States Circuit Court, and a receiver was thereupon appointed, and in conformity to subsequent decrees of the court all the property of the Northern Pacific Railroad Company (except the patented and certified lands), together with all its rights, liberties and franchises, including the franchise to be a corporation, was put up at public auction on the 12th of August last, and was purchased by us for the sum of \$100,000. And on the 25th day of August last the sale was confirmed by the court. The preparation of the deeds of the property and franchises so purchased, and the papers incident thereto, under such sale and confirmation has been attended to with great care, under the advice of experienced counsel, and their final execution has been delayed until now. We have this morning come into full possession of the property purchased on your behalf, and we propose to immediately place it under the control and management of the directors you are assembled to elect.

The patented and certified bonds of the company remaining unsold amount to about 600,000 acres, all in Minnesota and Dakota. Their sale is postponed to such future date as the court may hereafter order. The decree for their sale provides that five per cent of the purchase money shall be paid in cash, and the balance may be paid in the first mortgage bonds of this company. To enable us to act efficiently in your behalf when such sale may occur, and for the purpose of securing to the bondholders in general the full benefit of the entire property of the company under the foreclosure, the committee, acting under the advice of counsel, has caused the surrendered bonds

to remain in the hands of the Farmers' Loan and Trust Company, subject to the control of the committee for such further use as the interest of the bondholders may demand.

In compliance with our call issued on the 12th of August last bonds have been deposited with the Farmers' Loan and Trust Company for exchange into preferred stock and for otherwise carrying out the objects of the plan of reorganization, amounting to this date to about \$20,000,000. Large daily additions are being made, and we have assurance and reason to expect that nearly all will eventually come in. No time has yet been fixed limiting their reception. The committee feel inclined to make the time ample for all reasonable emergencies and would advise holders to send in their bonds at the earliest practicable time.

The powers of attorney received by and authorizing the committee to carry out the plan of reorganization foot up about \$26,000,000, or more than five sixths of the whole, and large additions are being made daily. Without doubt the balance will come forward, as little or no cash dividend can be expected by any who may stand out.

In transferring the road and properties acquired to the management of your directors we take occasion to congratulate you upon the rapid success with which we have been enabled to carry out thus far the purposes of our appointment and to thank you for the confidence you have shown in us by promptly responding to our calls for your powers of attorney and the surrender of your bonds. It augurs well for the ultimate success of your magnificent enterprise that your confidence and unanimity have enabled a mortgage of \$30,000,000 to be substantially foreclosed and a reorganization completed in less than six months from the initiatory step, without any of the usual attendant and consequent litigation.

You have now 550 miles of road in paying operation, substantially free from debt and an attaching domain of nearly 10,000,000 acres of land. With this immense extent of unincumbered property as a basis for future operations and the 25,000 and odd acres to be added for every mile of new road built, there ought to be little doubt of your ability to secure means for the early resumption of work on the extension and completion of the road.

JOHNSTON LIVINGSTON,
FREDERICK BILLINGS,
JAMES K. MOORHEAD,
J. N. HUTCHINSON,
GEORGE STARK,
J. M. DENNISON,
} Committee.

NEW YORK, Sept. 29, 1875.

Accompanying the above report of the Purchasing Committee was a communication from Mr. Geo. W. Cass, the Receiver of the road, in which he stated that everything had been prosperous under his management, that the expenses had all been paid out of the proceeds of the business transacted, and that he turned the road over to the new directors about to be elected, in as good condition as it was when he took charge of it, with a balance of \$17,000 cash on hand.

The report of the Committee, and the communication of the Receiver were approved by the meeting.

An election for a Board of Directors was then held, which resulted in the choice of the following gentlemen: Edwin M. Lewis, of Philadelphia; Johnston Livingston, of New York; J. K. Moorhead, of Pittsburg; John N. Hutchinson, of Easton Pa.; George Stark, of Boston; John M. Dennison, of Baltimore; George W. Cass, of Pittsburg; C. B. Wright, of Philadelphia; Joseph Dilworth, of Pittsburg; B. P. Cheney, of Boston; Charlemagne Tower, of Philadelphia; Frederick Billings, of Woodstock, Vt.; and J. Fraley Smith, of Philadelphia. At a meeting of the directors, held on the

following day, Charles B. Wright, of Philadelphia, was elected President; George Stark, of New Hampshire, Vice President; Samuel Wilkeson, of New York, Secretary, and George E. Beebe, of New York, Treasurer.

Redemption of 5-20 Bonds.

The Secretary of the Treasury has issued his twenty eighth call for \$5,000,000 5 20 bonds to be redeemed January 1, one half being coupon and the other half registered issues. The call is made at the request of the syndicate, and shows that they are still finding a ready market in Europe for the new 5s. There remains outstanding \$19,755,000 called bonds on which interest has ceased. The bonds called are of the act of June 30, 1864, as follows:

COUPON BONDS.

\$50—No. 3301 to No. 3700, both inclusive.
\$100—No. 10501 to No. 12000, both inclusive.
\$500—No. 15301 to No. 18000, both inclusive.
\$1000—No. 59701 to No. 68000, both inclusive.

REGISTERED BONDS.

\$50—No. 69 to No. 150, both inclusive.
\$100—No. 601 to No. 1000, both inclusive.
\$500—No. 482 to No. 750, both inclusive.
\$1,000—No. 2651 to No. 4900, both inclusive.
\$5,000—No. 1551 to No. 2100, both inclusive.
\$10,000—No. 3751 to No. 4600, both inclusive.

United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption. The calls of the Treasury now outstanding for 5-20 six per cent bonds to be presented for redemption fall due as follows:

Five twenties of 1862.	Five twenties of 1864.
Oct. 14.....\$10,000,000	Nov. 3.....\$10,000,000
Oct. 28.....14,897,200	Dec. 1.....13,000,000
	Dec. 14.....5,000,000
Total...\$24,897,200	Jan. 1.....5,000,000

Total...\$33,000,000

The called bonds of the issue of 1862 are of the coupon class, nearly all of them being held in Europe. Of the issue of 1864 about \$12,700,000 are of the registered class, chiefly held in this country.

Gold Compared with Coal and Iron.

EXTRACT FROM GOV. ALLEN'S SPEECH.

* * * Some time ago our illustrious Chief Magistrate, a great political economist and profound philosopher in social circles, said that "there," meaning the gold mines of California, "was our strong box." What a philosopher! Why, the coal mines in the Hocking Valley are worth more money, fifty times over, than are the gold mines of California. The soil of Ohio yields more wealth in one year's cultivation than all the gold mines that ever existed from the time of Solomon down to this day. These fellows talk about gold! Why, a chunk of iron ore, a bar of iron out of which the blacksmith creates the plow, these bars of iron are worth thousands of millions of times all the gold that the globe contains. Gold answers very well for certain purposes. It may answer very well to minister to idle vanity and the love of ostentation. But a piece of iron ministers to every man's wants. It is accessible to all; beneficent to all; and, with the addition of a coal furnace under it, it creates the driving power of the world these days. The gold mines of California. They have about as much to do with paying off the national debt as had the grasshoppers

that invaded the Western country last year. [Applause and laughter.] What makes the chief wealth of the world? The chief wealth of the world is in having something to eat, for all the gold of Ophir would not keep a starving man alive. A good ear of Indian corn ground into a pone would keep him alive, though. A man that was frozen between two icebergs would find no relief in the mines of California, but he would find a great deal from a good, warm coal fire in the Hocking Valley. * * *

Perkiomen Railroad.

The opening of this new route from Philadelphia to Allentown, under the auspices of the Philadelphia and Reading Railroad Company, took place on the 27th ult. Among those participating in the ceremonies connected with this important event were J. W. Jones, First Vice President of the Philadelphia and Reading Railroad Company; G. A. Nicolls, Second Vice President; William Lorenz, Chief Engineer; J. E. Wooten, General Superintendent; William H. Bines, Principal Assistant Engineer in charge of the Perkiomen Road; Daniel Jones, Assistant Comptroller; Colonel James Boyd, Senior Counsel of the road; Judge Henry P. Ross, and others. The Philadelphia Ledger, from which the above was obtained, says:

Heretofore all passengers and freight for Allentown, New York, or points west from this city were first conveyed to Reading, and thence to Allentown over the East Penna. Road, the entire distance being 94 miles. The opening up of this new route shortens the distance 26 miles. A portion of it—that from Perkiomen Junction to Pennsburg—has been in use for a number of years, but the new road from Pennsburg to Emaus, the junction with the East Penna. Road, was passed over for the first time yesterday, except by construction trains. The new road passes through a rich agricultural region, and opens up in many places views of scenery not surpassed in the State. The grade of the road is exceedingly favorable for trade, not exceeding 43 feet to the mile, and this only for a short distance on each side of the tunnel which pierces the South Mountain. This tunnel is 1700 feet long, and is wide enough for a double track.

On the completion of the road the Reading Railroad Company will have a connection with the two railroads in the Lehigh Valley, the new route being only eight miles longer than that by the North Pennsylvania Railroad, but with grades more favorable for heavy freight trains to Philadelphia. It is the intention of the company to place passenger trains upon the road in a few days, which will connect with trains running on the Lehigh Valley roads. Freight and express matter for New York will also pass over this route.

☞ The estimated earnings of the St. Louis and Southwestern Railroad in August, 1875, were \$73,613 32; in August, 1874, they were \$110,924 45—a decrease of \$37,311 13.

☞ The grading on the Gulf, Colorado and Santa Fe Railroad is completed for 32 miles westward from Galveston, Texas, and the working force transferred to the remaining 10 miles, which will carry the road to Arcola.

☞ The Winona and Southwestern Railroad project has been revived, and a survey is to be made from Winona, Minn., to Herper, Iowa, for a narrow gauge road.

☞ The Eureka and Palisade Narrow Gauge Railroad has been completed to the summit, which is twenty five miles from Eureka.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '75 34	Long Island. 50	3,000,000	M. & S.	May '78 10a	Vermont and Mass. 100	\$2,880,000	A. & O.	Oct. '75 2
Allegheny Valley 50	2,266,850	J. & J.	July '74 4	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '79 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point. 100	1,232,300	J. & J.	July '74 4	Louisv., N. Alb. & Chi. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	M. & N.	Nov. '73 34	Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '75 4
Atlantic and St. Law. 100	786,478	M. & S.	Sept. '75 3	Louisv., N. Alb. & Chi. 100	2,000,000	J. & D.	Dec. '70 3	West Jersey. 100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '75 3	Lowell and Lawrence 100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac 100	180,000	J. & J.	July '75 3
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75 ..	Lykens Valley 20	600,000	F.M.A.N.	Aug. '75 24	Winchester & Strasburg 100	600,000	J. & J.	July '75 34
Baltimore and Ohio. 100	13,151,962	M. & N.	May '75 5	Macon and Western 100	2,500,000	J. & J.	July '75 5	Worcester and Nashua. 75	1,789,800	J. & J.	July '75 34
Washington Br. pref. 100	1,650,000	A. & O.	Apr. '75 5	Maine Central. 100	3,400,500	J. & J.	May '75 5	HORSE-POWER R. R.			
Parkersburg Br. pref. 100	5,680,888	J. & D.	Dec. '72 24	Manchester and Law. 100	1,000,000	M. & N.	May '75 5	Albany City. 100	110,800	— & —	—
Berkshire. 100	320,500	quarterly	Oct. '75 0	Marietta & Cincinnati. 50	1,408,912	— & —	—	Baltimore City. 25	801,000	— & —	July '75 4
B'osburg & Corning. 50	250,000	J. & D.	Dec. '72 24	Massachusetts. 100	4,460,388	M. & S.	Sep. '66 3a	Bleeker St. & Fy. (N.Y.) 100	900,000	— & —	—
Boston and Albany. 100	1,484,100	M. & N.	May '75 5	Memphis. 100	400,000	F. & A.	Feb. '75 3	Boston and Chelsea. 100	110,000	A. & O.	Oct. '75 4
Bos., Cin. & Fitchb. pref. 100	633,200	— & —	July '75 3	Memphis & Charleston. 25	5,812,725	F. & D.	Jan. '69 8	Broadway (Brooklyn). 100	200,000	J. & J.	Jan. '75 5
Agricultural Br. guar. 100	60,000	J. & D.	June '75 3	Michigan Central. 100	18,738,204	J. & J.	Jan. '73 4a	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 3
Bost., Con. & Mont. pref. 100	800,000	M. & N.	May '75 3	Mill Creek & Minehill. 50	323,375	J. & J.	July '75 5	Brooklyn City. 100	1,500,000	F.M.A.N.	Aug. '75 3
Boston and Lowell. 500	3,200,000	J. & J.	July '75 0	Milwaukee and St. Paul. 100	15,399,261	F. & A.	Dec. '70 7a	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Maine. 100	6,921,274	M. & N.	May '75 4	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Aug. '74 34b	Brooklyn and Jamaica. 100	488,100	— & —	—
Boston and Providence. 100	4,000,000	M. & N.	May '75 5	Morris and Essex. 50	14,008,100	J. & J.	July '75 34	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie. 100	960,000	F. & A.	Aug. '74 34	Naugatuck. 100	1,882,900	F. & A.	Feb. '75 54	Cambridge. 100	800,500	A. & O.	Oct. '75 4
Burlington and Mo. Riv. 100	5,264,203	M. & S.	Sept. '75 5	Nesquehoning Valley. 50	1,000,000	M. & S.	Sept. '75 5	Can. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Burlington and Mo. Riv. 100	1,485,900	M. & S.	Sept. '75 5	Newark and N. York. 100	977,400	J. & J.	Jan. '75 34	Citizens' (Phil.). 50	500,000	J. & J.	Jan. '75 9
Camden and Amboy. 100	5,847,800	quarterly	Oct. '75 24	N. Bedford. 100	1,078,500	M. & N.	May '75 4	Citizens' (Phg.). 50	200,000	M. & N.	Nov. '71 7
Camden and Amboy. 50	377,400	— & —	Oct. '75 34	N. Castle & Beaver Val. 50	1,800,000	quarterly	Oct. '75 24	Coney Island & Brookl. 100	500,000	— & —	—
Camden and Amboy. 50	388,489	— & —	Oct. '75 34	N. Haven & Northamp. 100	605,000	quarterly	Sept. '72 3	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '75 2
Cape Cod. 50	1,020,230	J. & J.	Jan. '72 24	New Jersey. 100	7,295,200	quarterly	Oct. '75 24	Elizabeth and Newark. 100	200,000	— & —	—
Cape May and Millville. 50	447,000	J. & D.	June '75 5	New London Northern. 100	1,418,800	quarterly	Oct. '75 2	42nd St. & G. St. Ferry. 100	748,000	M. & N.	May '75 5
Catawba & Foggelav. 50	426,900	Novemb.	Nov. '71 6	New York and Harlem. 100	8,500,000	J. & J.	July '75 4	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 5
Catawba. 50	1,169,600	— & —	—	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Oct. '75 2	Germantown (Ph.) 50	1,000,000	J. & J.	July '75 3
Cayuga and Susq. 50	689,110	J. & J.	July '75 44	New York and Harlem. 100	1,600,000	J. & J.	July '75 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Aug. '75 1	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Central of Georgia. 100	4,666,800	J. & J.	July '75 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '75 4
Central of New Jersey. 100	29,000,000	quarterly	Oct. '75 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Heaton, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Central Ohio. 50	2,426,000	J. & D.	June '75 8	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Highland. 100	200,000	M. & N.	May '75 4
Central of Ohio. 50	400,000	J. & D.	June '75 8	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Pacific. 100	54,275,500	A. & O.	Oct. '75 44	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Lynn and Boston. 100	200,000	— & —	—
Chemung. 100	380,000	quarterly	July '75 14	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Malden and Melrose. 100	200,000	— & —	—
Cheshire, preferred. 100	2,100,000	J. & J.	July '75 2	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Metropolitan (Boston). 50	1,600,000	J. & J.	July '75 4
Chicago and Alton. 100	8,929,900	M. & S.	Sept. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Middlesex (Boston). 100	400,000	M. & N.	May '75 3
Chicago and Alton. 100	2,426,000	M. & S.	Sept. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Ninth Avenue (N. Y.). 100	797,320	— & —	—
Chicago, Burl. & Quincy. 100	19,899,910	M. & S.	Sept. '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Orange and Newark. 100	232,555	— & —	—
Chicago, Iowa & Nebraska. 100	3,916,230	J. & J.	July '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Philadelphia City. 50	750,000	J. & J.	July '75 5
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Philadelphia and Darby. 20	200,000	J. & J.	July '71 2
Chicago & N. Western. 100	21,455,653	J. & J.	July '75 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Phila. and Grey's Ferry. 50	284,775	J. & J.	July '75 2
Chicago, R. I. & Pacific. 100	25,000,000	A. & O.	Oct. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Pbg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 8
Chic. Ham. & Dayton. 100	3,600,000	A. & O.	Oct. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Second Avenue (N. Y.). 100	888,100	J. A. J. O.	July '75 2
Cin. Sand. and Cleve. 50	2,980,550	— & —	Apr. '72 10a	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Second & Third St. (Ph.) 40	962,100	J. & J.	July '75 5
Cin. Sand. and Cleve. 50	429,037	M. & N.	May '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Feb. '75 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '74 5
Cleveland & Mahoning. 50	2,067,589	M. & N.	May '74 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N.	Aug. '75 2
Cleveland & Pittsburgh. 50	11,236,150	F.M.A.N.	Aug. '75 13	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '75 2
Coh. Chic. & Ind. Cen. 100	13,000,000	F.M.A.N.	Aug. '75 13	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	23d street (N. Y.). 100	600,000	J. & J.	Jan. '75 4
Columbus and Xenia. 50	1,788,800	M.J.S.D.	Sept. '75 2	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Somerville (Boston). 100	98,000	M. & N.	May '75 3
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	South Boston. 50	450,000	quarterly	Oct. '75 24
Concord. 100	1,600,000	M. & N.	May '75 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Union (Boston). 100	356,800	J. & J.	July '75 5
Concord and Ports. 100	850,000	J. & J.	July '75 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Union (Phila.). 50	400,000	J. & J.	July '75 8
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	West Philadelphia. 50	400,000	J. & J.	July '75 10
Connecticut River. 100	2,100,000	F. & A.	Feb. '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	CANALS.			
Cumberland Valley. 50	1,292,950	A. & O.	Oct. '75 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Chesapeake & Delaware. 50	1,983,503	J. & D.	June '75 2
Cumberland Valley. 50	241,900	A. & O.	Oct. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Chesapeake and Ohio. 25	8,229,594	— & —	—
Cumberland Valley. 50	243,000	A. & O.	Oct. '75 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Delaware Division. 100	1,633,350	F. & A.	Aug. '75 4
Danbury and Newrds. 50	600,000	— & —	Dec. '74 14	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '75 5
Delaware. 50	1,230,950	J. & J.	July '75 8	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Delaware and Raritan. 100	6,847,400	quarterly	Oct. '75 24
Del. Lackaw. & Westn. 100	23,500,000	quarterly	Oct. '75 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Erie of Pennsylvania. 50	64,000	— & —	—
Detroit & Milwaukee. 50	822,140	— & —	—	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Lehigh Coal & Navigat. 50	9,949,900	J.S.D.M.	Sept. '75 2
Detroit & Milwaukee. 50	822,140	— & —	—	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Dubuque & Sioux City. 100	5,000,000	A. & O.	Oct. '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '75 5
East Pennsylvania. 50	1,809,200	J. & J.	July '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	" (preferred). 100	1,175,000	F. & A.	Feb. '75 2
East Mahoning. 50	392,950	J. & J.	July '75 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Pennsylvania. 50	4,337,950	— & —	—
Eastern (Mass.). 100	4,997,900	J. & J.	July '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Schuyl. Nav. (common). 50	1,908,207	F. & A.	July '75 30c
Eastern (N. H.). 100	492,600	J. & J.	July '75 3	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	" (pref.). 50	2,898,977	F. & A.	July '75 60c
Elmira, Jef. & Canand. 100	600,000	F. & A.	Aug. '74 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Suff. and Tide Water. 50	2,002,746	— & —	—
Elmira & Williamsport. 50	500,000	M. & N.	May '75 24	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	Union. 50	2,907,850	— & —	—
Elmira & Williamsport. 50	500,000	J. & J.	July '75 34	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '75 5	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 -
Erie Railway. 100	78,000,000	— & —	Oct. '73 1	N. Y., N. H. & Harf. 100							

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,371,628	1,254,689	1,385,567	1,293,957	1,037,992	12,734,729
1874.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,223,751	1,116,366	13,872,632
1875.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1876.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,237	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,766	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,229
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	590,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,310	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	632,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,192	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,006
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,163	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,946	783,255	744,782	881,693	696,475	693,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	702,692	8,268,325
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	586,188	586,716	584,764	599,928	702,784	651,302	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	293,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,163,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,821	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,123	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,575
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,103
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	479,836	404,261	567,314	556,180	542,058	480,028	457,853	462,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,450	481,668	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	293,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	323,532	265,242	264,920	3,654,667
1874.....	268,293	243,077	304,527	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	.....
1875.....	249,250	243,624	310,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,123	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632					

NATIONAL AND STATE SECURITIES.

Interest.						Interest.					
Amounts outstanding.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	Amounts outstanding.		Rate.	Payable.	PAY-ABLE.	Market Price.
National Securities, Oct. 1, 1875.											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	....	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894	....
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	121 1/2	.. Lunatic Hospital Loan, 1874.....	400,000	5	" " "	1894	111
.. coupon	4,621,000	6	" " "	1880	123 1/2	.. Harbor Land Improvement bonds, 1874.....	220,000	5	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....coupon	946,000	6	Jan. & July.	1881	121 1/2	.. Back Bay Land bonds, 1861 and 1862.....	1,850,000	6	Jan. & July.	'75-'78	....
Loan of July 17, and Aug. 5, 1861.....registered	125,806,050	6	Jan. & July.	1881	123 1/2	.. Union Defense Loan, 1861.....	600,000	6	" " "	'77-'78	....
.. coupon	63,425,300	6	" " "	1881	123 1/2	.. Union Defense Loan, 1862.....	888,000	5	" " "	1883	109
Loan of Feb. 25, 1862 (5-20s).....registered	66,650	6	May & Nov.	1882	115 1/2	.. Coast Defense Loan, 1863.....	8,380,244	5	" " "	1894	....
.. coupon	24,830,550	6	" " "	1882	119 1/2	.. Bounty Fund Loan, 1863 and 1864.....	999,944	5	" " "	Various.	'88-'94
Loan of March 3, 1863.....registered	53,682,800	6	Jan. & July.	1881	121 1/2	.. War Fund Loan, 1869.....	10,971,992	5	Various.	'88-'94	109
.. coupon	21,317,200	6	" " "	1881	123 1/2	.. Troy & Greenfield R.R. & Tunnel Loan.....	3,599,020	5	Jan. & July.	1900	....
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	115 1/2	.. Michigan—(\$1,684,000):	105,000	6	" " "	1878	102 1/2
.. coupon	25,327,400	6	" " "	1884	119 1/2	.. Renewal Loan bonds, 1858.....	1,082,000	6	" " "	'78-'83	104 1/2
Loan of June 30, 1864 (5-20s).....registered	32,502,350	6	" " "	1884	119 1/2	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	107
.. coupon	35,844,950	6	May & Nov.	1885	116 1/2	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	'77-'79	....
Loan of March 3, 1865 (5-20s).....registered	118,649,400	6	" " "	1885	119 1/2	.. State Buildings Loan, 1867 to 1869.....	230,000	7	" " "	'83-'03	....
.. coupon	58,426,800	6	Jan. & July.	1885	119 1/2	.. Railroad Aid bonds, 1858, (repudiated).....	2,275,000	6	" " "	1887	....
.. 2d series (5-20s).....registered	114,226,300	6	Jan. & July.	1887	120 1/2	.. Missouri—(\$17,839,000):	437,000	6	" " "	'81-'91	102
.. coupon	88,913,050	6	" " "	1887	121 1/2	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	" " "	1888	....
.. 3d series (5-20s).....registered	221,709,700	6	Jan. & July.	1888	121 1/2	.. Consolidation bonds, 1869.....	1,100,000	6	" " "	'94-'95	102 1/2
.. coupon	14,555,000	6	Mar. & Sept.	1904	116 1/2	.. Funding Bonds, 1874.....	15,868,000	6	" " "	'79-'87	100 1/2
.. 4th series (5-20s).....registered	22,919,000	6	" " "	1904	117 1/2	.. Railroad Aid bonds, 1853-'66.....	505,000	6	" " "	'92-'94	101 1/2
.. coupon	141,619,950	6	F. M. A. & N.	1881	118 1/2	.. State Institution bonds, 1872 to 1874.....	180,000	10	Mar. & Sept.	1881	..
.. 10-40s.....registered	52,946,350	5	" " "	1881	118 1/2	.. Nevada—(\$160,000):	418,000	6	Jan. & July.	'75-'78	104 1/2
Consols of July 14, '70 & Jan. 20, '71.....registered	209,871,900	5	" " "	Due.	....	.. Bonds funding floating debt, 1871.....	600,000	6	Mar. & Sept.	'84-'89	....
.. coupon	228,084,550	5	" " "	Irred.	....	.. War Loan Bonds, of 1861.....	500,000	6	Jan. & July.	'78-'80	....
Debt matured and without interest.....(var.)	26,913,950	3	" " "	1875	....	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	" " "	'92-'95	104 1/2
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Jan. & July.	98-99	124 1/2	.. New Jersey—(\$2,496,300):	1,000,900	6	" " "	'78-'84	....
Certificates of Indebtedness 1870.....(cur.)	64,623,512	nd.	" " "	"	"	.. War Loan (tax free) bonds, 1861.....	900,900	6	" " "	'86-'96	....
Pacific R. R. Bonds (registered).....(currency)	374,010,956	"	" " "	"	"	.. War Loan (tax free) bonds, 1863.....	593,400	6	" " "	'97-'02	....
United States Notes.....(currency)	40,783,578	"	" " "	"	"	.. War Loan bonds, 1864.....	1,057,000	7	" " "	1877	106 1/2
Fractional Currency.....	"	"	" " "	"	"	.. New York—(\$29,776,787):	1,855,000	5	J. A. J. & O.	1875	114
State Securities, latest dates.											
Alabama—(\$21,670,810):											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	35	.. Bounty Loan bonds, coupon.....	1,855,000	6	" " "	1877	107
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	'86-'93	35	.. State (Deficiency) Stock, '73, part at will	899,007	5	" " "	1875	114
.. Bonds (new), 1874.....	341,000	7	" " "	'90-'91	....	.. State (Deficiency) Stock, 1838	589,781	6	June & Dec.	1875	114
.. R. R. Loans (\$2,300,000) & endorsements.....	15,061,000	6	Jan. & July.	1899	32	.. Canal Stock (old).....	473,000	6	" " "	1877	114
Arkansas—(\$12,735,086):											
.. Bonds (funding), 1869 and 1870.....	3,060,000	7	" " "	1882	....	.. Canal Stock (old).....	890,000	6	Jan. & July.	1887	114
.. Levee bonds (warrants), 1871.....	1,460,000	7	" " "	1895	....	.. Canal Stock, 1872.....	1,602,300	6	" " "	1883	116
.. Deficiency Bonds, 1872.....	300,000	7	April & Oct.	1900	14	.. Canal Stock, 1873.....	847,500	6	" " "	1891	118
.. Bonds (for \$2,500,000), 1875.....	300,000	6	" " "	1885	....	.. Canal Stock, 1874.....	4,302,600	6	April & Oct.	1892	....
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	Jan. & July.	'77-'80	116	.. North Carolina—(\$28,419,045):	4,738,800	6	Jan. & July.	'75-'98	20
California—(\$3,396,500):											
.. Civil (S. F.) bonds, 1867 and 1868.....	258,000	7	" " "	1883	....	.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	'75-'98	20
.. Relief Fund bonds, 1863.....	95,500	7	" " "	1885	....	.. Railroad and Improvement (old) bonds.....	2,363,000	6	Jan. & July.	'75-'98	10
.. State Capital bonds, 1870 to 1872.....	500,000	6	" " "	1893	....	.. Railroad and Improvement (new) bonds.....	1,965,000	6	April & Oct.	'75-'98	10
.. Funding bonds, 1873.....	2,801,000	6	Jan. & July.	1881	105 1/2	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	10
Connecticut—(\$6,014,000):											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	April & Oct.	1894	....	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1899	10
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	" " "	1885	....	.. Special Tax bonds.....	11,407,000	6	" " "	'98-'99	3
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	Jan. & July.	1885	....	.. Ohio—(\$7,988,205):	1,493,200	6	Jan. & July.	1875	102
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	Jan. & July.	1885	....	.. Loan (sinking fund), 1850.....	4,072,640	6	" " "	1881	103 1/2
Delaware—(\$1,231,000):											
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	....	.. Loan (sinking fund), 1860.....	2,400,000	6	" " "	1886	107
District of Columbia—(\$12,790,000):											
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	....	.. Oregon—(\$246,027):	48,027	7	" " "	'75-'84	....
.. Improvement (cur.) bonds, 1873.....	790,000	7	" " "	1893	....	.. Bounty and Relief bonds.....	200,000	7	" " "	1890	....
.. Funding bonds, 1874, (guar. by U. S.).....	8,000,000	3 1/2	Feb. & Aug.	1924	63	.. Willamette Canal and Lock bonds, 1870	400,000	6	April & Oct.	1879	....
Florida—(\$5,431,767):											
.. State bonds, 1871.....	350,000	6	Jan. & July.	1891	....	.. Inclined Plane Loan, of 1849.....	485,000	5	Jan. & July.	1882	102
.. Consolidated (gold) bonds of 1873.....	609,200	8	" " "	1903	....	.. Loans, May '62 & Apr. '62, reg. & coup.	3,540,550	5	Feb. & Aug.	'77-'78	102
.. Loan (J. P. & Mch. R.R.) gold bonds, 1870.....	4,000,000	8	" " "	1890	....	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	" " "	1877	106
Georgia—(\$19,823,900):											
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	93	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	6	" " "	1882	113
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	....	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	6	April & Oct.	'72-'82	....
.. Bonds (gold), act Sept. 1870.....	2,095,000	7	J. A. J. & O.	1890	100 1/2	.. Agricultural College Land Scrip, 1872.....	500,000	6	Mar. & Sept.	1882	104 1/2
.. Bonds (gold), act Oct. 1870.....	1,880,000	8	" " "	'75-'80	....	.. War Loan bonds of 1862.....	1,019,000	6	Various.	'93-'94	....
.. Bonds (funding), 1873.....	1,200,000	7	June & Dec.	1880	....	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Jan. & July.	'77-'80	29 1/2
.. Bonds to Brunswick & Albany R.R., '70.....	1,500,000	var	Various.	'90-'91	99 1/2	.. State House Stock, 1856 to 1861.....	944,918	6	" " "	'71-'80	....
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	6	Jan. & July.	1878	....	.. State House bonds, 1863 and 1864.....cur.	287,000	6	" " "	'75-'79	....
Illinois—(\$1,689,045):											
.. Interest bonds, 1847.....	940,000	6	May & Nov.	1881	....	.. Blue Ridge R. R. bonds, 1854.....	867,000	6	" " "	'87-'97	23
.. Refunded Stock bonds, 1859.....	320,000	6	Jan. & July.	1881	....	.. Funding Stock and bonds, 1866.....	884,113	6	J. A. J. & O.	'82-'89	27
.. Chicago Relief bonds, 1871.....	250,000	6	April & Oct.	1876	....	.. Funding and Conversion bonds, 1868-'69	3,764,850	6	Jan. & July.	1889	29
Indiana—(\$910,000):											
.. Temporary Loan bonds, 1873.....	910,000	7	Jan. & July.	1881	....	.. Land Commission bonds, 1869 and 1870	261,000	6	J. A. J. & O.	1888	29
Iowa—(\$543,000):											
.. War and Defense bonds, 1861.....	300,000	6	Jan. & July.	'83-'84	....	.. Fire Loan Stock of 1838.....	292,641	7	Jan. & July.	1888	29
Kansas—(\$1,536,175):											
.. Funding & c. bonds 1863 to 1864.....	101,175	7	" " "	'76-'99	....	.. Relief (Treasury) bonds, 1860.....	616,000	6	" " "	1893	....
.. Bonds (various) 1866 to 1869.....	889,000	7	" " "	'84-'99	....	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	var	Various.	var.	....
.. Military loan bonds, 1864 to 1869.....	346,000	6	Jan. & July.	1893	36	.. Railroad bond endorsements.....	4,707,808	6	April & Oct.	30 yrs	52
Louisiana—(\$21,099,100):											
.. Treasury Relief bonds, 1853.....	735,000	8	Various.	1886	25	.. State Bonds (direct).....	2,641,000	6	Jan. & July.	30 yrs	47 1/2
.. Levee bonds, 1866.....	1,000,000	6	May & Nov.	1907	36	.. Railroad, &c., Loan bonds.....	28,530,000	6	" " "	'97-'99	50
.. Levee bonds, 1867.....	3,992,000	6	Mar. & Sept.	1875	37	.. Funding bonds, 1866 and 1868.....	7,141,000	6	" " "	1914	50
.. Levee bonds, 1870.....	2,966,000	6	Jan. & July.	'86-'88	....	.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	Mar. & Sept.	1910	....
.. Funding (coupon) bonds, 1866.....	722,100	6	May & Nov.	1910	36	.. Frontier Defense (gold) bonds, 1870.....	584,000	7	Jan. & July.	'77-'82	....
.. Funded (floating debt) bonds, 1870.....	2,821,000	7	Mar. & Sept.	1909	36	.. Funding Bonds, 1866 to 1871.....	200,000	10	Mar. & Sept.	'85-'84	....
.. Penitentiary bonds, 1869.....	497,000	7 1/2	Various.	'72-'06	....	.. Funding bonds, 1873 and 1874.....	96,000	10	Jan. & July.	1892	....
.. Miss. & Mex. Gulf Ship Canal bonds, '69.....	589,000	6	Various.	'99-'11	12	.. Revenue Deficiency (gold) bonds, 1871.....	257,000	7	" " "	1904	....
.. Railroad Aid (various) bonds.....	2,335,000	7	Jan. & July.	1914	36	.. Floating Debt Redem. bonds, 1874.....	1,000,000	10	" " "	1894	....
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,760,000	6	Jan. & July.	1878	....	.. Pension bonds, 1874.....	899,359	7	June & Dec.	'75-'90	....
.. Consolidated Funding bonds, 1874.....	951,354	5	J. A. J. & O.	1890	80	.. Virginia—(\$60,556,403):	312,000	6	Jan. & July.	'86-'95	40
Maryland—(\$11,095,019):											
.. Bonds to R. R. and Canals.....	5,604,129	6	Jan. & July.	1883	110 1/2	.. Coupon (old) bonds, 1851 to 1861.....	7,522,662	6	" " "	10 to	40
.. Bonds to R. R. and Canals.....	889,836	6	" " "	'80-'89	....	.. Registered (old) bonds, 1851 to 1861.....	700,000	6	" " "	34 yrs	63 1/2
.. Defense and Bounty bonds 1864 to 1868.....	3,333,553	6	Jan. & July.	1883	110 1/2	.. Coupon (new) bonds, 1866 and 1867.....	20,229,005	6	" " "	1905	50
.. State Loan bonds, 1870 and 1874.....	995,471	6	Various.	'75-'78	104	.. Registered (new) bonds, 1866 and 1867.....	2,442,784	6	" " "	1906	50
Maine—(\$7,088											

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Aib. & W. Stkbg.).....	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8*	"	"	1889	....	Dollar Bonds (Western R. R.).....	300,000	6	April & Oct.	"	1875	09
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	'91-'92	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	84
Alabama Central:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	02
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	92
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	94
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1114	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	104	Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
Albany Loan.....	933,000	6	"	"	1895	....		344,500	8	"	"	1893	....
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	20
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	924	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	22
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	86	Mass. L. (see'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	80	Boston and Lowell:						
Funding Income Bonds (guar.)	5,000,000	7*	"	"	1894	50	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
American Central:							Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892	106
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Boston and Maine:						
Androscoogin:							Bonds of 1893 (coup. and reg.)...	3,560,000	7	Jan. and July.	Boston.	1894	111
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashtabula, Youngstown & Pitts.:							1st Mort. (gold) end. by Gatax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,380,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	....	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	93	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	98½
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't ac. aid.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'de	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch)....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,745,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	86
Central of L. I. (Flush., N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1874	90
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	751,500	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	82
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	108	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	112	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	90
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	1,005,000	7	"	"	1899	83
Loan of Lehigh & Nav. Co. (au'd)	2,310,000	6	"	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,474,000	8	Feb. & Aug.	"	1898	110
Consol. Mort. for \$25,000,000....	9,065,900	7	"	New York.	1899	107½	2d Mort. (")	1,315,000	7.5	"	"	1898	92
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	"	1892	79
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	1883	....
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	1895-99	107½	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,485,000	7*	"	"	1883	101½	Consol. Mort. for \$85,000,000....	1,039,000	7	Jan. & July.	"	1904	79
State Aid B'de (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	109	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy)	25,885,000	6*	"	U.S. Treasury.	1895-99	95½	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	108
1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	95½	General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	100
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	"	1888	92½	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	105
1st Mort. (S. Fr., Okla. & Ala.)...	600,000	8*	"	"	1890	91	Appleton Ext. (23 m. & 70,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	91	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	90
Land bonds (Con. Pac. Co.) gold	9,049,000	6*	"	"	1890	96	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	106½
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	Mississippi River Bridge	186,000	7	"	"	1884	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	6	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1898	94½
1st Mort. (Stan., Sheff. and Chi.)	500,000	7	Jan. & July.	"	1887	55	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	97½
Income and Extension Bonds....	1,005,000	8	May & Nov.	"	1902	54	General Consol. Gold Bonds...	9,755,000	7*	June & Dec.	"	1902	97
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1876-77	58	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1889	53	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	60	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	"	1898	98½
Cent. Vt. (Vt. & Ca. Mort.) b'de	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. & F. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.	157,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$5,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago and Paducah (C. B. & Q.):						
Chattanooga:							1st Mortgage \$20,000 p. m. gold...	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southern (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1899.	76,000	7	Jan. & July.	"	1888	....	1st Mortgage skg fund.....	9,000,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb:							Chi. & Southwestern (C. R. I. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	34½	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	4,755,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
3d Mort. (") coupon.....	915,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Funded Interest, coupon.....	100,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	1877-80	99½	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort., guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	97
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamaroa:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	100	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,385,000	7	Jan. & July.	"	1893	110½	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	105	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 skg. each).	2,919,900	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	83½
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	103	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	"	1900	91	1st Mort., guar. by I. C. & L. & E.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,689,000	8	Jan. & July.	New York.	1883	114	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	3,648,675	7	Jan. & July.	Boston.	1896	105	2d Mortgage " " " "	65,000	7	"	"	1889	....
Bonds of 1875, Sinking Fund....	462,000	5	June & Dec.	"	1895	....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	....
Construction and Equip. bonds.	1,086,000	6	" "	" "	1892	102 1/2	1st Mort. (\$424,000 guar.)	2,330,000	8	" "	" "	1902	....
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	" "	1900	108	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	102 1/2	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds (ass'd by LS&MS.)	1,000,000	7	April & Oct.	" "	1892	100	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	" "	" "	1892	100	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	106 1/2	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	800,000	7	April & Oct.	" "	1886	102	1st Mortgage (on Branches)	575,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	" "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	41 1/2	2d Mortgage (")	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	" "	1909	15	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
Income convertible	3,893,000	7	" "	" "	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	65	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (")	344,400	7	Jan. & July.	" "	" "	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1876	....
1st M., s.f. (")	39,650	7	May & Nov.	" "	1886	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	" "	1886	....
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100 1/2
2d Mortgage (Ind. Central)	666,500	7	Feb. & Aug.	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort. guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	105
Income (")	74,024	7	April & Oct.	" "	1906	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1906	....	1st Mortgage tax free	682,000	7	Jan. & July.	New York.	1883	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000	669,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	292,100	6	June & Dec.	" "	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes	634,000	7	" "	" "	'76-'81	98 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	" "	1876	90	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	106
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92
Connecticut Valley:							2d Mortgage	190,000	4	" "	" "	'82-'87	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	95,000	6	Jan. and July.	" "	1886	....
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., gold)	635,000	6	" "	" "	'80-'85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1876	....
1st Mort. ABCD & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	123.4	94	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'85	180,000	6	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867-'87	929,000	7	March & Sept.	" "	1887	....
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868-'88	1,000,000	6	March & Sept.	" "	1888	....
2d Mortgage	180,000	7	May & Nov.	" "	1882	....	Loan of 1869-'89	500,000	6	May & Nov.	" "	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82	1,553,000	7	various	" "	1882	74
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'93	878,900	6	March & Sept.	" "	1893	....
2d Mortgage, sinking fund	618,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds	2,300,000	7	May & Nov.	" "	1884	74
Cumberland Valley:							Stealing Sink. Fd. Bonds	3,000,000	6	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage	109,500	8	" "	" "	1908	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds	81,800	6	" "	" "	1884	....	2d Mortgage	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-'72	400,000	7	" "	" "	'90-'92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	103
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	5	April & Oct.	" "	2862	60 1/2
2d Mortgage	300,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb. Bloomington & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	105
Davenport and St. Paul:							2d Mortgage	2,174,000	7	March & Sept.	" "	1879	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	3d Mortgage	4,862,000	7	" "	" "	1883	96
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	94
2d Mortgage, guar.	441,000	7	March & Sept.	" "	1884	....	Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
3d Mortgage, guar.	356,000	7	April & Oct.	" "	1888	....	Sterling loan (\$1,000,000) conv.	4,580,000	6	March & Sept.	London.	1875	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'86-'94	....	1st Consol. Mort. for \$30,000,000	12,076,000	7	" "	NY & London.	1920	....
Dayton and Union:							2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds	10,000,000	7	J. A. J. and O.	London.	1903	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds	252,445	6	" "	" "	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage	92,800	7	April & Oct.	" "	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	" "	1905	....	Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894
Delaware (P. W. and Balt.):							1st L.M. (& 1						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104 1/2
Flushing, North Side and Central:							2d Mortgage.....	287,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	54
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6*	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	800,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	28
Framingham and Lowell:							1st Mortgage Extension gold....	2,010,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	59 1/2	2d Mortgage.....	1,500,000	8	"	"	1890	6
2d Mortgage.....	150,000	8	"	"	1883	94	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	387,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S. & P.):							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	890,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gr. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106 1/2	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,403,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, sfg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon:						
Georgia (and Banking):							Equipment Bonds, registered....	469,100	7	March & Sept.	"	1883	86 1/2
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind. & Cin.) 1888....	375,000	10	"	"	1888	....
Ulm, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	1,600,000	7	April & Oct.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	2d Mort. (") guar.	493,000	7	June & Dec.	"	1892	....
2d Mortgage gold.....	1,900,000	8*	Jan. & July.	"	1892	....	Indiana and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	1,497,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage:						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	800,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipmt Bonds No. 2 \$250,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Irvington (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$2,163,910	36,819,550	4*	"	"	"	....	1st Mortgage gold, sfg fund....	600,000	7*	Jan. & July.	New York.	1890	89
Provincial Debenture \$2,111,500	15,557,500	4*	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.	1,517,000	8	Jan. & July.	New York.	1885	98
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	510,000	8	May & Nov.	"	1890	98
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-'78	....	2d Mortgage guar.	158,000	8	March & Sept.	"	1875	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	87 1/2
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	81	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	51	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jamestown & Frank. (L.S. & M.S.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (") " " " "	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage conspl.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,500	7	May & Nov.	New York.	1888	29	2d Mortgage conspl.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	825,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	61	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	101	1st Mortgage sfg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-'88	101	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)....	3,798,000	8	March & Sept.	"	1885	76 1/2	1st Mortgage, guaranteed.....	500,000	8	Jan. & July.	Philadelphia.	1882	....
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100
1st Mort. (K. City & Can. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	97 1/2
Harrisburg & Lancaster:													

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1895	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankft)	39,000	6	"	"	1881	73-78
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	1st Mortgage (main line 185 m.)..	170,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	1880-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	83
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	1886-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (TW & W):	1,300,000	7*	Feb. & Aug.	New York.	1891	60	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (TW & W):	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1905	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd..	6,115,000	7	J. A. J. & O.	"	1900	101	\$1,110,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon.....	8,471,000	7	Jan. & July.	"	1900	100	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,529,000	7	June & Dec.	"	1903	96	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	1890-91	98
Lake Shore Dividend Bonds....	1,000,000	7	Jan. & July.	"	1880	102	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	April & Oct.	"	1892	100	Consol. (Port. & Kennebec.) Loan	1,166,700	6	June & Dec.	Boston.	1885	....
3d Mort. (") " " " " "	1,000,000	7	May & Nov.	"	1885	103	2d Mort. (Somerset & Kennebec)	260,000	6	Jan. & July.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	2,692,000	7	Jan. & July.	"	1877	103	1st Mort. (Leeds & Farmington)	633,000	6	"	"	1901	....
2d Mort. (") " " " " "	1,595,000	7	April & Oct.	"	1886	102	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1886	102	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " "	200,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	94
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Det. r. Monroe & Toledo)	400,000	7	Feb. & Aug.	"	1878	100	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	106
1st M. (Kalam. & White Pigeon)	100,000	8	Jan. & July.	"	1880	88	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	99
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	79
1st M. (Kalamaz. & Schoolcraft)	840,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kal. Allegan & Gr. Rap.)	460,000	7	"	"	1888	97	1st Mort. (Scioto & Hoek. Val.)	300,000	7	May & Nov.	"	1888	....
2d M. (") " " " " "	500,000	7	June & Dec.	"	1894	....	Marietta, Pittsburg & Cleveland:						
Lake Shore & Tuscarawas Valley:							1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Marquette, Houghton & Ontonagon:						
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
Lake Superior & Mississippi:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-703	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	Massachusetts Valley (C. & P. R.):						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Income Bonds.....	3,200,000	10	"	"	1902	....	Maryland and Delaware:						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Leavenworth, Atch. & N. West'n	500,000	7	April & Oct.	New York.	1899	....	Massillon & Clev. (C.M.V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	20	1st Mortgage guaranteed, gold..	500,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:	720,000	10	May & Nov.	Boston.	1890	....	Memphis and Charleston:						
1st Mort. skg fund conv. gold....	160,000	8	June & Dec.	"	1891	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tennessee State Loan.....	1,314,142	6	"	"	1890	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	1873-78	....
1st Mortgage tax free.....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	Memphis and Little Rock:						
1st Mortgage (") " " " " "	6,000,000	6	March & Sept.	"	1910	109	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage for \$6,000,000.....	5,000,000	6*	June & Dec.	"	1923	99	2d Mortgage.....	1,000,000	8	"	"	....
General Mort., registered.....	5,000,000	6*	"	"	1922	....	Michigan Air Line (Mich. Cent.)	200,000	8	May and Nov.	New York.	1890	100
Lewis, Centre & Spruce C. (P. & E.):							1st Mortgage Central:						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
Lexington & St. Louis (A. & P.):							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	116
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
Little Miami:							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	8,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,700,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.....	680,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,938,626	6	May & Nov.	New York.	1883	103
Mississippi Valley and Western:							Bonds for debts assum'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	100
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	162,000	6	"	"	1883	100
Missouri, Kansas and Texas:							Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	"	1887	104
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.:	1,794,000	7	"	"	1885	111
1st Mort. (Tebo & Neosho) S. F.:	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	122
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	"	1903	116
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000				London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard.							Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	"	1900	114
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg'd }				"	1900	....
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	..
2d Mortgage.....	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mo. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds..	1,088,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br'h)	55,000	8	May & Nov.	Mobile.	1887	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
2d Mortgage.....	1,458,858	8	March.	"	1877	....	1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000...	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Convertible 3 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	140,000	7	Jan. & July.	"	1876	....
2d Mortgage.....	780,000	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	....
Income Mortgage.....	888,400	7	"	"	....	....	General Mort. for \$1,000,000...	827,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	N. Y. & Lond.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	107	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	904
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	104	North Pennsylvania:						
Construction bonds of 1871.....	573,000	7	Feb. and Aug.	"	1889	101	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	104
Gen'l M. (1st on Bonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	109	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	109
Special Mortgage.....	1,029,000	7	"	"	1915	105	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	....
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	105	General Mortgage.....	438,500	7	Jan. & July.	"	1903	104
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):						
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	74-'83	82	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	Northern Central:						
New Mortgage.....	5,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	904
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	97
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N.J.):							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	97
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Stratfordville:							Consol. General Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	101	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northern Pacific:						
New Issue for \$360,000.....	400,000	7	"	"	1894	107	1st Mort. on R. R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	174
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New H., Middlet'n & Willman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Norwich & Worcester (B. H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100 1/2	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	5	"	"	1884	95	Loan of 1866.....	400,000	6	April & Oct.	"	1876	
Plain Bonds.....	1,888,000	7	Feb. & Aug.	"	1877	102 1/2	Loan of 1867.....	1,000,000	6	"	"	1887	100 1/2
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	110 1/2	Loan of 1872.....	500,000	6	"	"	1892	
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	...	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)...	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	93	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	....
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	75 1/2
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage.....	6,000,000	7	April & Oct.	"	1913	....
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	...	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	113 1/2
Oregon Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	107 1/2
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage guar. by C.R. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	59	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Owensboro' and Russellville:							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Bridge (O. & P. R. R.) bonds....	27,500	7	May & Nov.	Philadelphia.	1876	....
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	89	Equipment bonds.....	1,000,000	8	March & Sept.	"	1894	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	75	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville)...	4,000,000	7	Jan. & July.	Baltimore.	1898	99 1/2
1st Mort. (Carondelet Branch)....	500,000	6 1/2	April & Oct.	"	1893	69	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N.W.)...	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogden (Me. & N.H.):						
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdenburg (Vt.):						
Pekin, Line & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	700,000	6 1/2	May & Nov.	N.Y. & Bost.	1890	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (UC of N.J.):							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	100,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	...	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	...	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103 1/2	1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
General Mortgage.....	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	101 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
(General Mortgage, registered.)	14,550,000	6 1/2	Jan. & July.	London.	1905	...	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	5,201,675	5	April & Oct.	Philadelphia.	75-90	...	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	70
State lien for \$7,500,000, skg fd							Poukeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	107	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C.R.L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage, traffic guaran. sec.	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	758,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	92	Rensselaer and Saratoga:						
Petersburg:							1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	111
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-93	....	2d Mortgage.....	150,000	7	"	"	1887	....
2d Mortgage.....	500,000	8	"	"	1902	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent.:							1st Mort. (Troy, Salera & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	"	"	1891	....	Consol. Mort. for \$2,000,000....	1,925,000	7	May and Nov.	"	1921	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	"	"	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103 1/2	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage.....	5,000,000	6	"	"	1881	97	1st Mort. (Peidmont Branch)....	500,000	8	.....	"	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	89 1/2	1st Mort. (Northwestern, N.C.)...	500,000	6 1/2	April & Oct.	N. Y. or Rich.	7

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,332	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	" " " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" " " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	" " " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	108	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	" " "	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" " "	1894	90	1st Mort., endor. by Ala., gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" " "	1894	....	Sterling Mort., guar. by L. & N.	21,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " " "	" " "	1884	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	" " "	1894	....	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	75
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	90	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	6,000,000	7*	May & Nov.	" " "	1897	54	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	7*	June & Dec.	" " "	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " " "	" " "	1897	....	2d preferred bonds.....	621,000	6	" " " "	" " "	'84-'90	....
Consolidated Mortgage.....	1,600,000	7	" " " "	" " "	1899	....	3d preferred bonds.....	452,800	6	" " " "	" " "	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	" " "	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	90	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" " "	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,297,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " " "	" " "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, H. & Nash).....	1,000,000	7	Jan. & July.	" " "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" " "	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	" " "	1898	....	2d Mortgage gold.....	88,000	7*	" " " "	"	1880	....
2d Mortgage (B) convertible.....	1,000,000	7	" " " "	" " "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	" " " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 30m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " " "	"	1879	....
1st M. (St. Paul to Wash.) 30m.	366,000	7	Jan. & July.	" " "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (") & 1st land gr.	1,145,75*	7	June & Dec.	" " "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Land.	8,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (") R. R. & Land.	8,500,000	7*	" " " "	" " "	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	" " " "	" " "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,300	6	Feb. & Aug.	Boston.	1878	99	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	" " " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Belma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,000,000.....	516,000	7	" " " "	"	1894	....
Belma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" " "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " " "	" " "	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	75
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	65
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	22
Rheboygan and Fond du Lac:							Equipment Mort. sinking fund..	94,000					

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	...	1st Mortgage, unamortized.....	400,000	6	Jan. and July.	Baltimore.	1890	84½
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. ".....	300,000	6	"	"	1890	101
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	95½
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mortgage preferred.....	600,000	6	"	"	1895	89
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	103½
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1890	95½
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1898	...
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bost.	'96-'99	104	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	...
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	98½	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	98½	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	84½
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	89	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1890	98½
Omaha Bridge B'ds, stg \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	...	1st Mortgage (Salem) guar.....	100,000	6	"	"	1878	...
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	1890	...
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	...	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	1899	102
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	...	Consolidated Mortgage.....	1,000,000	7	"	"	1899	...
Union Pacific, S. Br. (M. K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	...	1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	...
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7a	"	"	1902	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	White Water Valley:						
United N. J. R. R. & Canal Cos.							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	101	Wico Mico and Pocomoke:						
Sterling Loan \$369,200 (U. Co's)	1,848,000	5a	"	London.	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	...	Williamston and Tarboro':						
Loan of 1894 Sk Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	...	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	1880	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	59½
Sterling S. F. \$262,000 (C. & A. M.)	1,310,000	6a	Feb. and Aug.	London.	1880	...	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100½	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	5c
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	101	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	10
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	105½	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	...	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	...
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	...	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	...
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	99½
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7½	J. A. J. & G. Phil. & Wilm.	1892	...	
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	...	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	...	Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	...
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7½	Jan. & July.	London.	1902	...	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	52
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	101	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104½	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	'81-'87	...
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	CANAL BONDS.						
General " 2d series (blue).....	850,000	7	"	"	1890	...	Chesapeake and Delaware:						
Mortgage " 3d series (black).....	138,000	7	"	"	1890	...	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	87
4th series (not end.).....	1,141,706	7	Apr. and Oct.	"	1890	...	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	...
Vineyard:							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1895	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	Delaware Division (L. O. & N.):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	...	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	...	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	103
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	...	regis. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	110
Funded Interest.....	228,300	8	"	"	1880	...	tered. { 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	111
Income Mortgage (fundable).....	93,500	8	"	"	1886	...	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	110
Walkill Valley (Eric):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	...
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	...	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96½
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Convertible Bonds.....	42,550	6	"	"	1882	96
2d Mortgage, guaranteed.....	790,000	7	May and Nov.	"	1900	...	Convertible Loan, gold.....	822,000	6a	March & Sept.	"	1894	105
Warren & Franklin (O. C. & A. Riv.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1894	101
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102
Warwick Valley (Eric):							Mortgage (equip.) Loan, gold....	4,757,000	6a	June & Dec.	"	1897	104½
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	Consolidated Mortgage.....	1,066,000	7	"	"	1911	...
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	...
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	...	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	...
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
2d Mort. (")	350,000	7	"	"	1891	...	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	102
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	75	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	...
3d Mort. (")	600,000	8	May and Nov.	"	1873	70	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. (")	700,000	8	March & Sept.	"	1880	57	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	...
Funded Coupons (do.)	722,664	...	"	"	1896	...	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	...	Apr. and Oct.	"	1896	...	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	69½
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	...	1st Mortgage (Wy. Val. Can.)..	600,000	6	"	"	1878	...
Washington and Ohio:							Schuylkill Navigation (Ph. & Rdg)						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c. &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the word "occurring" in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."

[illegible]

Dec. 31, 1874	234.6	18.1	27.9	69	68	41,469	Maine Central	9,962,819	1,650,579	100,395	1,051,054	3,092,000	6,551,157	2,075,232	603,400	752,734	472,400	2,004,080	872,399	100	40
Mar. 31, 1874	20.3	22.3	3.1	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Sept. 30, 1874	20.3	22.3	4.7	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	20.3	22.3	2.1	152.3	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	196.8	80.6	64.4	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	196.8	80.6	64.4	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	196.8	80.6	64.4	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	62.8	26.0	20.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	62.8	26.0	20.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	62.8	26.0	20.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Jun. 30, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
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Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
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Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
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Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	...	...	...	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520	100	100	100	190,057	100	100	100
Dec. 31, 1874	121.0	19.0	25.0	Manchester and Lawrence	825,000	175,000	72,124	62,902	1,000,580	330,520	38,520							

Line	Station	Distance	Time	Rate	Notes
1	Albany	100	1:00	100	
2	Albany	100	1:00	100	
3	Albany	100	1:00	100	
4	Albany	100	1:00	100	
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6	Albany	100	1:00	100	
7	Albany	100	1:00	100	
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95	Albany	100	1:00	100	
96	Albany	100	1:00	100	
97	Albany	100	1:00	100	
98	Albany	100	1:00	100	
99	Albany	100	1:00	100	
100	Albany	100	1:00	100	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds	Market Price.
			P. C. P. C.	
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	104
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	104
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	104
Atlantic and Pacific, preferred	10,000,000	7	7	104
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	104
Baltimore and Ohio, * preferred	3,552,800	8	8	113
Berkshire, * guaranteed	600,000	7	7	104
Blossburg and Corning, * guaranteed	250,000	5	5	104
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie, * guar.	950,000	7	7	104
Catawissa, * pref. and guar.	1,159,500	7	7	50
Camden and Amboy, * guaranteed	10,000,000	10	10	121
Camden and Atlantic, preferred	884,469	7	7	109
Cayuga and Susquehanna, * guar.	589,110	9	9	104
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	104
Central of New Jersey, * guar.	20,000,000	10	10	104
Central Ohio, * preferred	411,550	6	6	80
Chemung, * guaranteed	380,000	6	6	80
Cheshire, preferred	2,153,200	7	7	59
Chicago and Alton, † preferred	2,425,400	10	10	103
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	105
Chicago and North-Western, pref.	21,485,633	7	7	52
Cine, Sand and Cleveland, pref.	429,000	6	6	66
Cleveland and Mahoning, * guar.	2,059,200	7	7	91
Cleveland and Pittsburgh, * guar.	11,234,150	7	7	91
Cumberland Valley, 1st preferred	241,900	8	8	88
" 2d preferred	243,000	8	8	88
Dayton and Michigan, pref. & guar.	922,400	8	8	88
Delaware, * guaranteed	1,330,950	6	6	88
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	88
Dubuque and Sioux City, * guar.	6,000,000	3	3	62
Dubuque South-Western, pref.	590,315	8	8	30
Eastern (N. H.), * † guaranteed	492,500	6	6	30
Elmira, Jeff. and Canad., * guar.	500,000	5	5	80
Elmira & Williamsport, pref. & guar.	500,000	7	7	80
" com. & guar.	500,000	5	5	80
Erie Railway, preferred	8,538,910	7	7	35
Erie and Pittsburgh, * guar.	2,000,000	7	7	35
Evansville and Crawfordville, pref.	100,000	7	7	22
Hannibal and St. Joseph, pref.	2,167,700	7	7	104
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104
Houstonville, preferred	1,180,000	8	8	98
Huntington & Broad Top Min. pref.	190,750	7	7	24
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	98
Joliet and Chicago, * guar.	1,500,000	7	7	98
Joliet and Northern Indiana, * guar.	300,000	8	8	98
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	98
Louisville, Cincinnati and Lex. pref.	851,000	9	9	98
Marietta and Cincinnati, 1st pref.	8,101,620	6	6	98
" 2d pref.	4,438,250	6	6	98
Mich. Southern, (Lake Shore) guar.	533,500	10	10	104
Mill Creek, * guaranteed	323,375	10	10	104
Milwaukee and St. Paul, preferred	12,274,483	7	7	62
Mine Hill, * guaranteed	3,856,430	8	8	108
Montclair, * guaranteed	2,000,000	7	7	108
Morris and Essex, * guar.	15,000,000	7	7	108
Nequehoning Valley, * guar.	2,000,000	10	10	109
Newark and New York, * guar.	1,000,000	7	7	109
Newcastle and Beaver Valley, * guar.	605,000	10	10	120
New Jersey, * guaranteed	7,295,200	10	10	120
New London Northern, * guar.	971,400	10	10	106
New York & Harlem, pref. & guar.	1,500,000	8	8	128
" com. & guar.	8,500,000	8	8	131
Niagara Br. & Canadagua, * guar.	1,000,000	6	6	88
North Eastern (S. C.), preferred	105,000	8	8	88
Northern New Jersey, * guar.	1,000,000	8	8	120
Norwich and Worcester, * guar.	2,823,400	10	10	120
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	83
" pt. & guar.	2,000,000	8	8	82
Ohio and Mississippi, preferred	4,030,000	7	7	35
Oswego and Syracuse, * guar.	1,144,400	9	9	135
Panama, guaranteed	7,000,000	12	12	135
Patterson and Hudson, * guar.	330,000	8	8	84
Pemberton and Hightstown, * guar.	342,000	6	6	88
Peoria and Bureau Valley, * guar.	1,200,000	8	8	88
Philadelphia and Erie, preferred	2,400,000	12	12	122
Phila. Germantown & Norristown, * guar.	2,231,900	12	12	122
Philadelphia and Reading, † pref.	1,551,687	10	10	110
Philadelphia and Trenton, * guar.	1,259,100	10	10	130
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	98
Pittsfield and North Adams, * guar.	400,000	5	5	80
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10	80
Procheater & Genesee Valley, * guar.	557,500	7	7	17
Rutland, * preferred and guaranteed	4,300,000	7	7	23
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	23
St. Louis, Jacksonv. & Ch., pt. & guar.	1,054,100	7	7	26
St. Louis, Kansas City & Nor., pref.	12,000,000	7	7	26
Schuylkill Valley, * guaranteed	576,000	5	5	6
Shamokin V. & Pottsville, * guar.	869,450	6	6	6
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	104
" 2d pref.	1,000,000	7	7	104
Toledo, Wabash and Western, pref.	1,000,000	7	7	104
Warren, * guaranteed	1,800,000	7	7	104

CANAL STOCKS.				
Delaware Division, * guar.	1,333,350	8	8	88
Delaware and Raritan, * guar.	5,847,500	10	10	120
Mo'th preferred and * guaranteed	1,175,000	10	10	120
" com. & guar.	1,630,000	4	4	52
Schuylkill Navigation preferred	2,808,977	6	6	80

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 80; Scrap Wrought, 88 per ton. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch—Coltness.....	per ton	23 50 @ 34 —
Gartaherrie.....	32 50 @ 33 —	
Summerlee.....	32 50 @ —	
Carnbroe.....	32 50 @ —	
Langloan.....	32 50 @ —	
Glengarnock.....	32 50 @ —	
Elginton.....	29 50 @ 30 —	
Pig, American, No. 1.....	25 — @ 25 50	
Pig, American, No. 2.....	22 — @ 23 —	
Pig, American, Forge.....	20 — @ 22 —	
Bar, Refined, English and American.....	— — @ —	
Bar, Sweden, assorted sizes..... (gold).....	— — @ 110 —	

Bar, Sweden, ordinary sizes.....	130 @ 140
Bar, Sweden, Plov sizes.....	— @ —
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....	60 @ —
Bar Refined, 1½ to 6 by 1 & 5-16 in.....	65 @ —
Bar Refined, 1 & 1½ by 1 & 5-16 in.....	65 @ —
Large Rounds, 2½ to 3½ @ 4 in.....	67 50 @ 75
Scroll.....	77 50 @ 122 50
Ovals and Half-round.....	72 50 @ 82 50
Band, 1 to 6 in. by 3-16 to No. 12.....	72 50 @ 77 50
Horse Shoe.....	85 @ 90
Rods, 1½ to 3 in.....	87 50 @ 110
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....	82 50 @ 132 50
Nail Rod.....	74 @ 8
Sheet Russia, as to assortment.....(gold).....	124 @ 134
Sheet, Single, D. and T. Common.....	4 @ 41
Sheet, Double and Treble, Charcoal.....	5 @ 54
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. c. disc.	— @ —
Rails, English.....(gold).....	per ton. 36 @ 38
Rails, American, at Works in Penna.....c. 45 @ 60	— @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11.3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....	per lb. — 144 @ — 17
English Spring (2d and 1st quality).....	— 61 @ — 7
English Blister (2d and 1st quality).....	— 9 @ — 14
English Machinery.....	— 104 @ — 11
English German (2d and 1st quality).....	— 104 @ — 11
American Blister.....	— @ — 9
American, Cast, Tool.....	— @ — 16
American, Cast Spring.....	— @ — 10
American Machinery.....	— @ — 11
American German Spring.....	— @ —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent ad val.	
10d. to 60d. Com. Fence & Sheath per keg.	3 15 @ 3 25
8d. and 9d. ".....	3 45 @ 3 50
6d. and 7d. ".....	3 70 @ 3 75
4d. and 5d. ".....	3 95 @ 4
3d. and 4d. Light.....	4 70 @ 4 75
3d. Fine.....	5 45 @ 5 50
2d.....	6 20 @ 6 40
Cut Spikes, all sizes.....	3 45 @ 3 50

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terno Plates, 1-10 cents per pound.	
Bianca.....(gold) per lb.	24 @ —
Straits.....(gold).....	191 @ — 20
English, L. & F.....(gold).....	194 @ —
English, Refined.....(gold).....	194 @ — 194
Plates—Fair to good brands.....	Gold.
I. C. Charcoal.....per box.	7 25 @ 7 75
I. C. Coke.....	6 37 @ 6 75
Coke Terno.....	6 124 @ 6 37
Charcoal Terno.....	7 @ 7 37

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....	— 61 @ — 61
Crude 40@47 gravity (in shipping order).....	— 104 @ — 104
Refined, Standard White (in ship's order).....	— 137 @ — 137
Refined, S. W. (in jobbing lots).....	— 141 @ — 15
Refined, S. W. (in tin).....	— 171 @ — 194
Radium, Refined (65@73 gravity).....	— @ — 11
Residuum.....(in shipping order) per gall.	— @ — 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent ad val.	
Copper, New Sheathing, (over 12 oz.) per lb.....	— @ — 30
Copper, Bolts.....	— @ — 31
Copper, Braziers' (over 16 oz.).....	— @ — 31
Copper, Nails.....	— 38 @ — 39
Copper, Old Sheathing, &c., mixed lots.....	— 19 @ — 21
Copper, American Ingot Lake.....	— 234 @ — 234
Copper, English Pig.....	— @ —
Yellow Metal, New Sheathing & bronze.....	— @ — 21
Yellow Metal, Bolts.....	— @ — 28
Yellow Metal, Nails, Sheathing & Slatting.....	— @ — 21

LEAD—Duty: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb.	7 124 @ —
German Ordinary.....	7 124 @ —
English.....(gold).....	— @ — 7 124
Foreign Refined.....(gold).....	— @ —
Domestic.....(gold).....	5 50 @ 5 65

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....	12 @ —
Liverpool House Cannel.....	17 @ —
Anthracite (by cargo).....	per ton of 2,000 lb. 5 25 @ 6 50

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	W. 29.	Th. 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Allegheny Val. 7 3-10s.....	92½	92½	92½	92½	92½	92½
7s.....	92½	92½	92½	92½	92½	92½
Camden & Am. 6s, 1888.....	101	101	101	101	101	101
6s, 1889.....	101	101	101	101	101	101
Mort. 6s, 1889.....	105½	105½	105½	105½	105½	105½
Camden and Atlantic.....	105½	105½	105½	105½	105½	105½
Preferred.....	105½	105½	105½	105½	105½	105½
1-t mortgage.....	105½	105½	105½	105½	105½	105½
2d mortgage.....	106½	108½	108½	108½	108½	108½
Catawissa.....	17½	19	19	19½	19½	19½
Preferred.....	45	45	45	45	45	45
New preferred.....	41½	41½	41½	41½	41½	41½
7s, new.....	103	103	103	103	103	103
Elmira & Williamsport.....	103	103	103	103	103	103
Preferred.....	103	103	103	103	103	103
7s.....	103	103	103	103	103	103
Hunt. & B. Top Mt.....	103	103	103	103	103	103
Preferred.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
Lehigh Navigation.....	50½	50½	50½	50½	50½	50½
6s, 1877.....	96½	96½	96½	96½	96½	96½
6s, 1884.....	101	101	101	101	101	101
Gold Loan.....	103½	103½	103½	103½	103½	103½
Railroad Loan.....	102	102	102	102	102	102
Conv. Gold Loan.....	61½	61½	61½	61½	61½	61½
Lehigh Valley.....	61½	61½	61½	61½	61½	61½
6s, new, coupon.....	109	109	109	109	109	109
6s, new, registered.....	109	109	109	109	109	109
7s.....	109	109	109	109	109	109
Little Schuylkill.....	109	109	109	109	109	109
7s.....	109	109	109	109	109	109
Minehill & Sch. Haven.....	54½	54½	54½	54½	54½	54½
North Pennsylvania.....	53	53	53	53	53	53
1st mortgage 6s.....	103	103	103	103	103	103
2d mortgage 7s.....	109	109	109	109	109	109
Chattel 10s.....	109	109	109	109	109	109
Gen'l mort. 7s, coup.....	104½	104½	104½	104½	104½	104½
Northern Central.....	29	29	29	29	29	29
Oil Creek & Alleg. Riv. 10½	10½	10½	10½	10½	10½	10½
7s.....	10½	10½	10½	10½	10½	10½
Pennsylvania R. R.....	50½	50½	50½	50½	50½	50½
1st mortgage.....	103½	103½	103½	103½	103½	103½
Gen'l mortgage.....	100½	100½	100½	100½	100½	100½
Gen'l mort. reg.....	101	101	101	101	101	101
Penn. State 6s, 2d series.....	101	101	101	101	101	101
Penn. State 6s, 3d series.....	113	113	113	113	113	113
Philadelphia City. 6s.. 107	107	108	108	108	108	108
6s, new.....	109	108	108	108	108	108
Phila. and Reading.....	56½	56½	57	57	57	57
Debenture bonds.....	56½	56½	57	57	57	57
7s, of 1883.....	109	109	109	109	109	109
7s, new, convertible.....	109	109	109	109	109	109
Gen'l mortgage.....	108	108	108	108	108	108
Gen'l mortgage, reg.....	108	108	108	108	108	108
Philadelphia and Erie. 20½	20½	20½	20½	20½	20½	20½
1st mortgage, 6s.....	89	89	89	89	89	89
2d mortgage, 7s.....	89	89	89	89	89	89
Schuylkill Navigation.....	14½	14½	14½	14½	14½	14½
Preferred.....	14½	14½	14½	14½	14½	14½
6s, 1872.....	95	95	95	95	95	95
6s, 1876.....	82	82	82	82	82	82
6s, 1882.....	81½	81½	81½	81½	81½	81½
United Co. of N. Jersey 130	130½	130½	131	131	131	131
Hestonville, (Horse). 27½	27½	28	28	28	28	28
Chestnut & Wal. (do.).....	60	60	60	60	60	60
Green and Coates (do.).....	77	77	77	77	77	77
2d and 3d streets (do.).....	32½	32½	32½	32½	32½	32½
Spruce and Pine (do.).....	33	33	33	33	33	33
13th and 15th sts. (do.).....	33	33	33	33	33	33

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	FEDERAL STOCKS:-	Th.30.	F.I.	Sat.2.	M.4.	Tu.5.	W.6.
U. S. 5s, 10-40s, reg.....	118½	118½	118½	....	....	118½	118½
U. S. 5s, 10-40s, coup.....	117½	....	....	117½	....	....	117½
U. S. 5s, 1881, reg.....	118	....	....	118½	....	....	118½
U. S. 5s, 1881, coup.....	118½	....	....	118½	....	....	118½
U. S. 5s, 1881, reg.....	121½	121½	121½	121½	121½	....	....
U. S. 6s, 1881, coup.....	....	....	....	....	123½	123½	....
U. S. 6s, 5-20s, reg 1862.....	....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.....	....	....	....	....	119½	119½	....
U. S. 6s, 5-20s, reg 1864.....	....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.....	119½	....	....	119½	119½	....	....
U. S. 6s, 5-20s, reg 1865.....	116½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.....	119½	....	....	119½	....	119½	....
U. S. 6s, 5-20s, r. n. 1865.....	119½	....	....	119½	119½	119½	....
U. S. 6s, 5-20s, c. r. n. 1865.....	119½	....	....	119½	119½	119½	....
U. S. 6s, 5-20s, reg 1867.....	120½	....	....	120½	....	....	....
U. S. 6s, 5-20s, c. 1867.....	120½	120½	120½	120½	121	....	....
U. S. 6s, 5-20s, reg 1868.....	....	....	....	121½	....	121½	....
U. S. 6s, 5-20s, c. 1868.....	121½	....	121½	....	121½	....	121½
U. S. 6s, Pac.R.R. issue.....	124½	....	124½	....	....	....	....

London Stock Exchange.		Closing Prices.
	Sent. 17.	Sent. 24.
Atlantic & Gt. W. 1st mort., \$1,000.....	30 - 32	27 - 29
Do. 2d mort., \$1,000.....	12 - 15	12 - 14
Do. 3d mort., \$1,000.....	54 - 64	54 - 64
Atlantic, Miss. & Ohio Consol. mort.	48 - 50	45 - 47
Central of New Jersey Consol. mort.	95 - 96	93 - 96
Central Pacific of California 1st mort.	92 - 94	93 - 95
Do. (C. & O. div.) 1st mt. gd. bds.	87 - 89	87 - 89
Detroit & Milwaukee 1st mort. bonds	35 - 45	35 - 45
Do. 2d do.	35 - 45	35 - 45
Erie shares, \$100.....	174 - 18	15 - 152
Do. Preference Shares.....	36 - 38	30 - 32
Do. 7 Convertible Gold Bonds.....	49 - 51	43 - 45
Galveston and Harrisburg 1st mort.	65 - 75	65 - 75
Illinois Central \$100 shares.....	87 - 88	86 - 88
Lough Valley Consol. mortgage.....	884 - 890	884 - 890
Marquette and Cincinnati Railway.....	98 - 100	99 - 101
Mo., Kan. & Tex. 1st M. G. B. Eng.	42 - 46	42 - 46
N. Y. Cent. & Hud. Riv. Mt. bonds.....	105 - 106	106 - 107
Do. 1st mortgage.....	93 - 95	91 - 93
Pennsylvania, \$50 shares.....	444 - 455	444 - 454
Do. 1st mortgage.....	....	....
Philadelphia and Reading \$50 shs.....	504 - 514	504 - 512
Pittsburg, Ft. W. & Chic. Equip. bds.	99 - 101	101 - 102
Union Pacific Land Grant 1st mort.	87 - 89	87 - 89
Do. do. do. 2d do.	91 - 93	92 - 94

American Railroad Journal.

Saturday, October 9, 1875.

Saturday, October 9, 1875.

Financial and Commercial Affairs.

A fairly active demand has been noted for Money on the basis of $1\frac{1}{2}$ @3 per cent on call, and 5@7 per cent per annum, in the discount form. Though lenders have been unusually discriminating as to collaterals, borrowers in unexceptionable standing have met with little difficulty in making ample provision for their wants at the quoted figures. The depression and irregularity at the Stock Exchange have not had much influence on the course of Money in the open market one way or another. The inquiry from mercantile sources for accommodation has been only moderately active for the season—less urgent, as a rule, than through the preceding week; and this circumstance operated on the City bank averages quite distinctly. The U. S. Sub Treasury reported a slight falling off in its cash balances, both coin and currency. The City Banks reduced their reserve of legal tender notes \$831,300, their deposit item \$5,035,800, and their specie average \$820,300. They report a decrease of \$2,774,900, in the loans and discounts and of \$8,500 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$58,302,432, against \$58,617,813 the preceding week, and a coin hoard of \$35,830,992, against \$36,408,678 on the previous return. The City bank exchanges in currency during the week were \$385,154,909, or a daily average of \$64,192,485. The customs revenue of the port, during the week was \$1,985,000. The City banks reported their average of gold last week at \$6,448,900, and their

greenback average at \$66,490,600. Their deposits stood at \$234,403,600. The loan item was \$278,841,300. The circulation was \$17,925,800.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$14,838,600.

The aggregate of the outstanding U. S. currency, of all denominations, October 1, was \$415,274,897. The outstanding amount of legal tender notes is \$374,010,956. The National bank circulation is now \$346,994,193, including \$2,639,500 of national gold bank notes.

The specie shipments from San Francisco, January 1, to Sept. 22, were \$32,215,377, against \$21,195,300 same time in 1874.

The U. S. Sub Treasury receipts from all sources, in September, were \$61,921,640, including \$10,471,233 from customs; payments, \$68,722,039 including \$1,313,544 of coin interest.

Government will sell four millions of Gold, during the current month of October—one million on each Thursday of the month.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$5,179,000; special deposit of legal tenders for the redemption of certificates of deposit, \$61,285,000; Coin, \$67,100,000; Coin certificates \$12,330,000.

The Comptroller of the Currency has called on the National Banks for a report of their condition on the 1st of October.

The week's import entries of Foreign Merchandise at New York, were \$4,983,203, and included of dry goods \$2,033,861.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 30½ millions; and from Customs, 46 millions.

Gold has advanced materially on a more active speculative movement. The export and customs drain has been moderate. A cable dispatch from Southampton advised on Tuesday of a shipment specie to the amount of £50,000 sterling by the *Main*, for this port. The extremes of the week have been 116¾@117½, closing on Wednesday at 116¾, as against 116¾ on Wednesday of the preceding week. The specie outflow last week was \$370,000 against \$343,500 the previous week. The imports of specie at this port since Jan. 1, have been \$9,331,914, against \$4,867,565 same time last year. The customs demand for Gold last week averaged \$330,833. Foreign Exchange has been less active and generally quoted heavy. Bankers' sixty day bills on London closed on Wednesday at \$4 77½@84 78½; sight bills on London at \$4 81½@84 82½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,837,619. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,983,203, against, \$6,632,465 same week last year.

Government Securities have been in generally good demand, especially for home investment purposes, and have been held with confidence. The last public debt statement exhibited a further liquidation of \$3,342,563. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation is \$371,489,262. The Secretary of the Treasury

has issued another call for \$5,000,000 of the Five Twenties of 1864, for redemption, January 1, 1876, interest to cease on that date.

U. S. sixes of 1881 closed on Wednesday of this week at 123¾@121¼; U. S. Five-Twenties of 1864, at 119¼@119¾; U. S. Five-Twenties of 1865 119¾@120¾; U. S. Five-Twenties of 1866, consolidated, 119¼@119¾; U. S. Five-Twenties of 1867, 120¾@121¾; U. S. Five-Twenties of 1868, 121¼@121¾; U. S. Ten-forties at 117¾@118; U. S. Fives of 1881, (Funding Loan) 118@118¼; Six per cent. currency Sixes, 124¼@125.

State and Railway bonds have been in quite moderate request, yet the more substantial loans, bearing assured income to investors, have been quoted generally steady. And in the line of Railway and Miscellaneous share property, business has been fairly active, but at very variable prices, the market closing heavily in most instances.

Breadstuffs and Provisions have been quite active, and generally quoted stronger in price, though closing irregularly. The inquiry from shippers for Flour, Wheat, Corn, Mess Pork, Western Steam Lard, and City Refined do., has been more satisfactory. Cotton has been more freely dealt in, but at reduced figures. Export buyers have been purchasing more liberally, chiefly for Liverpool and Germany. Naval Stores, Petroleum, Hides and skins have been in less demand, as have likewise been Fish, Wool, Hardware, Earthenware, Seeds and East India Goods. Metals have been quoted steady, with a rather better inquiry noted for most descriptions. Eglinton Pig Iron quoted here at \$29 50@30; Glengarnock, \$32 50@33; Coltness, \$33; No. 1 American Pig at \$25@26 50; No. 2 do. at \$23@24 50; Forge, \$20@22 50; English Rails at \$48@50, gold; American Rails, at works, \$46@50; Old Rails, \$25@27. Wrought Scrap, \$31 50@33 50; some holders asking more. Ocean freights have been more active with room for Grain, Cotton, Flour, and Provisions in most demand; and at the close rates quoted much stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Lehigh and Wilkesbarre 7s, consol., 96½; Chicago, Burlington and Quincy 7s, consol., 107; Cleve., Col., Cin. and Ind. 7s, consol., 98¼; Central Pacific State aid bonds, 109; do. Land Grant bonds, 96; Rome, Watertown and Ogdensburg 7s, consol., 90; Marietta and Cin. 1st pref., 9¾; Dubuque and Sioux City R. R., 63; New Jersey Southern R. R., 2; do. 1st mort., 28; Georgia 7s, new, end, 99½; Virginia 6s, consol., 2d series, 50; Missouri 6s, 1875, 101½; do. 1876, 101½; do. 1877, 101½; do. 1878, 101½; do. 6s. fund bonds, 94½, 102½; do. 6s. (H. and St. J. issue 1875,) 101; do. 1886, 102; Tennessee 6s, old, 52; do. new, 50; Arkansas 7s, M., O. and R. R. R. R., 14; Ohio 6s, 1881, 106½; N. Y. State 7s, B. L., reg., 107; Brooklyn 6s, W. L., 103. The latest quotations are: Pacific Mail, 36@36½; Western Union Telegraph, 76½@76¾; Atlantic and Pacific Tel., 18@18½; Quicksilver Mining, 15¾@16; do. pref., 20@21; Mariposa Land and Mining, 10½@10¾; do. pref., 11¾@12½; Adams Exp., 101@101¼; American Exp.,

57½@58; U. S. Express, 43@45; Wells-Fargo Express, 78@79; Chicago and Alton, 96½@98; Cleveland and Pittsburg guar. 90¼@90¾; Chicago and Northwestern, 88¼@88½; do. pref., 52½@52¾; Chicago Rock Island and Pacific, 103¾@103¾; Chicago, Milwaukee and St. Paul, 33¾@34; do. pref., 62¾@63; Cleveland, Columbus, Cincinnati and Indianapolis, 47½@48½; Columbus, Chicago and Indiana Central, 3¾@4; Delaware, Lackawanna and Western, 118@118¼; Erie, 17½@17¾; Hannibal and St. Joseph, 17¾@18¼; Lake Shore and Michigan Southern, 54½@54¾; Michigan Central, 57@58; New York and Harlem, 181@182; N. Y. Central and Hudson River, 102@102½; Central of New Jersey, 104¼@105; Ohio and Miss., 16½@16¾; Panama 131@135; Toledo, Wabash and Western, 6¼@6¼; Union Pacific, 61¾@61¾; do. 1st mort., 104@104; do. 7s. land grant, 98½@98½; do. sinking fund 8s, 89@89; Central Pacific 6s, gold, 107¼@107¼.

Boston.—Michigan Central (Air Line) 8s, 1890, 100; Vermont Central 1st mort., 20; Atchison, Topeka and Santa Fe 2d mort., 37; do. scrip. 36; Eastern R. R. 7s, 1883, 74; Boston and Maine 7s, 111½; Summit Branch, 36; Eastern (N. H.) R. R., 30¾; Rutland scrip No. 6&7, 40; do. No. 4 & 5, 48; New Bedford R. R., 116½; Boston Land, Co., 6¾; Quincy R. R. Bridge, 104¾; Waverly Land, 25c; Boston 6s, 1893, 107; Allouez Mining Co., 17; Petherick, 50c.

Philadelphia.—Nesquehoning Valley R. R., 54½; Germantown Passenger R. R., 55½; Chestnut Hill R. R., 94; Morris Canal, 52; Belvidere Delaware 3d mort., 90; Elmira and Williamsport 5s, 60½; Junction R. R. 2d mort., 100; West Jersey R. R. 7s, 102; Lehigh Valley 6s, consol., 99¼; Pittsburg, Cin. and St. Louis 7s, 76¾; Pennsylvania Canal 6s, 69½; Am. S. S. Co. 6s, 78; Buck Mt. Coal 6s, 97½; Northern Pacific 7-80s, 17½. The latest quotations are: City 6s, 105@—; do. free of tax, 108¼@108½; Pennsylvania State 6s, 2d series, 105@106; do. 3d series, 112½@113; Philadelphia and Reading, 57¼@56¾; do. Gen'l mort. 7s, coup., 108@109; do. reg., 108@109; do. mort. 6s, 1880, 102@—; do. 7s, new conv., 108¾@109; do. 7s, 1893, 105½@—; United New Jersey R. R. and Canal Co., 131¼@—; Camden and Amboy mort. 6s, 1889, 105@—; Pennsylvania R. R., 50½@50¾; do. 1st mort., 103½@104; do. general mort. coupon, 101@101½; do. reg., 101@101½; Little Schuylkill R. R., 51@52; Morris Canal, 50@52½; do. pref., 127@—; do. 6s, 102@—; Susq. Canal, 7@9; do. 6s, 77@78; Schuylkill Nav., 7¾@—; do. pref., 14¾@15; do. 6s, 1882, 81½@82; do. 1872, 94½@95; Elmira and Williamsport pref., 39@40; do. 7s, 102½@103; do. 5s, 60½@61; Lehigh Coal and Navigation, 50¼@50¾; do. 6s, 1884, 100¼@101; do. R. R. Loan, 101@—; do. Gold Loan, 103¾@104½; North Pennsylvania, 53@53½; do. 6s, 104@104¼; do. 7s, 105@—; do. Chattle 10s, —@—; do. Gen'l mort. 7s, 104¼@104½; Philadelphia and Erie, 20¾@20¾; do. 6s, 97@—; do. 7s, 89¼@89¼; Minehill, 54@54½; Catawissa, 18½@18½; do. pref., 45@45½; do. new pref., 42¾@43; do. 7s, 1900, 104½@105½; Lehigh Valley, 61¾@61¾; do. 6s, new coupon, 103½@104¼; do. reg., 105@105; do. 7s, 109½@110; do. 6s, consol., 99@99½; Fifth

and Sixth streets (horse), 60@65; Second and Third, 77@77½; Thirteenth and Fifteenth, 83½@83¾; Spruce and Pine, 82½@82¾; Green and Coates, 55¾@57; Chestnut and Walnut, 92@94; Hestonville, 28½@28¾; Germantown, 55½@56.

Baltimore.—Baltimore and Ohio R. R. pref., 103¾; Santa Clara bonds, 19; Atlantic Coal, 2.30. The latest quotations are: Wilmington and Weldon 7s, 97@100; Wilmington, Columbia and Augusta 7s, 50@61; Richmond and Danville 1st mort., 72@74; Pittsburg and Connelville 7s, 1898, 99@100; Baltimore and Ohio, 179@180; do. 6s, 1880, 104@107; do., 1885, 103@106; Washington Branch, 125@150; Northern Central, 28¾@29; do. 6s, 1877, 100@105; do. 6s, 1885, 101¼@103; do. 6s, 1900, 94@97; do. 6s, 1900, gold, 96¾@97; N. W. Va. 3d mort. 1885, 100@106; Marietta and Cincinnati 1st mort. 7s, 1892, 106@107; do. 2d mort. 7s, 98¾@99¼; do., 3d mort. 8s, 79@79½; Central Ohio, 41½@42; do. 1st mort., 98½@99; Western Maryland, 6½@7; do. 1st mort. 6s, 1890, 86@90; do. 1st mort. guar., 102@104; do. 2d mort. guar., 102@105; do. 3d mort. guar., 103@104½; do. 2d mort. pref., 88@90; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort. 6s, 72@74; do. 3d mort. 8s, 74@76; Orange and Alexandria 1st mort. 6s, 85@95; do. 2d mort. 6s, 74½@77½; do. 3d mort. 8s, 69@71; do. 4th mort. 8s, 54@57½; Orange, Alex. and Manassas 7s, 78¾@79½; Baltimore 6s, 1875, 105¼@105½; do. 1884, 105@106; do. 1886, 105¾@106; do. 1890, 105¾@105½; do. 1900, 105@106; do. 1902, 105@106; do. 6s, exempt, 108@115; do. 5s, 80@90; Memphis City 6s, 38@39; Maryland Defense 6s, 1883, 110@111; do. 6s, 1890, 104@106; do. 6s, exempt, 110@111; do. 5s, 85@100; Virginia coupon 6s, old, 40@47; do. new, 40@47; do. consol. 6s, 63¾@64; Virginia coupons, 88@88½; West Virginia def. certif., 9@9¼; City Passenger R. R., 25@28; George's Creek Coal, 135@145; Atlantic Coal, 2.40@2.60; Am. Gas Coal, 20@30.

Old Colony Railroad.

The Miller Platform is now placed upon nearly all the passenger cars of this road, and will soon entirely supersede the old platform. Workmen are busy setting Hall's Electric Signals for a distance of ten miles out. If successful, these will supplant the hand signals now in use by the road. Every safeguard to travel is being introduced. The fact that for more than two years no fatal accident has befallen any passenger on this road shows a commendable vigilance of the Superintendent and his numerous subordinates.

It is announced that Charles Morgan, of New York, has concluded a contract with the Harlan & Hollingsworth Company, of Wilmington, Del., for the immediate construction of two iron propeller steamships for his line between New York and Brashear City, Texas. They will be similar in size and model to the two just built for that line by the same builders, being about two thousand tons capacity each.

It is announced that the Canada Southern Railroad will be immediately pushed forward from its present terminus at Fayette, Ohio, to Butler, Indiana, where it will connect with the Detroit and El River Railroad. The distance is about 30 miles.

A New Plan of Elevated Railroad.

On Saturday morning last a large party of gentlemen from this City, including Gen. Barnard and Gen. Wright, of the United States Corps of Engineers, Messrs. Wyman, Burtis, and Moore, Directors of the New York Elevated Railroad, Prof. Thurston and Mr. Thurston, started by special train from Jersey City, on the invitation of Messrs. Clarke, Reeves & Co., of the Phoenix Iron Works, Phoenixville, Penn., to be present at the trial of a new system of elevated railroad which has been recently constructed by Gen. Stone upon the grounds of the company at Phoenixville. Mr. Clarke met the party at Jersey City and accompanied them on the trip. Upon reaching the Germantown junction, near Philadelphia, where a special train was in waiting on the Reading line, the New York party was joined by a number of gentlemen from Philadelphia, who were accompanied by Mr. Reeves. Phoenixville was reached at 1.30 P. M., and the trial of Gen. Stone's system of elevated railroad, which was made with an engine and one carriage upon a track 900 feet in length was entirely satisfactory. The system of elevated railroad which Gen. Stone has introduced is known as the Single Rail Plan, which occupied the attention of railroad men in Europe some years ago. One of the chief recommendations claimed in favor of this system is the perfect safety guaranteed to passengers, it being impossible to throw the cars off the track even while turning sharp curves at the rate of thirty miles an hour. Gen. Barnard and other engineers who witnessed the trial, expressed their approval of the plan. The cost of construction is estimated at \$100,000 per mile. Gen. Stone expects to have a line of this system of elevated railroad constructed in Philadelphia before the opening of the Exhibition, and Messrs. Clarke, Reeves & Co. are making arrangements to set up 500 feet of it in New York, with the view of securing its adoption in this City.

The Portsmouth, Ohio, Street Railroad Company, with a capital stock of \$25,000, in shares of \$50 each, was incorporated on the 1st inst. by W. Q. Adams and others.

Notice to Contractors.

THE COMPLETION OF THE FOURTH AVENUE Improvement gives us a large and valuable surplus of Stock, Machinery and Tools, which we propose to sell in the next twenty days at Panic Prices.

THE LIST INCLUDES:

- Sixty Large Work Horses,
- Sixty Broad Tire Carts,
- Sixty Setts Cart Harness,
- Twenty Setts Double Work Harness,
- Fifteen Stone & Earth Wagons,
- One City Furniture Truck,
- One Hundred Side Dump Dirt Cars of three feet two inches gauge,
- Five Burleigh Rock Drills,
- Six full setts Blacksmith Tools,
- Steam Boilers from six to sixteen Horse Power,
- One Number Four Centrifugal Pump and Engine,
- One Ryder Engine, eight Horse Power,
- One Deck Hoisting Engine, with two seven and a half inch Cylinders,
- One Number Four Clayton's Air Compressor,
- Twenty Derricks full rigged with either Hand, Horse or Steam Power,
- Two Tons, four and a half inch, by a half inch, Railroad Spikes,
- And a large variety of miscellaneous smaller tools, common to Railroad Work.

DILLON, CLYDE & CO.,
68 East 49th Street, New York.

Brown, Brothers & Co.,

No. 59 WALL St., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote,

BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. *Advice free.* Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

PHILADELPHIA AND READING RAILROAD COMPANY,
OFFICE No. 227 SOUTH 4TH ST.,
PHILADELPHIA, Sept. 29, 1875.

DIVIDEND NOTICE.

THE TRANSFER BOOKS OF THIS COMPANY will be closed on TUESDAY, Oct. 5, and reopened on MONDAY, Oct. 18, 1875. A quarterly dividend of Two and a Half Per Cent. has been declared on the preferred and common stock, clear of all taxes, payable in cash on and after the 29th of October next to the holders thereof as they shall stand registered on the books of the company at the close of business on the 5th of October.

All dividends payable at this office, where blank powers of attorney can be obtained.

Stockholders from A to L will collect at Desk No. 1, and those from M to Z at Desk No. 2.
S. BRADFORD, Treasurer.

THE ERIE RAILWAY COMPANY,
New York, October 5, 1875.

NOTICE.

INTEREST COUPONS OF THE BUFFALO, BRADFORD, and PITTSBURGH RAILROAD COMPANY and of the Paterson and Newark Railroad Company, due July 1, 1875, will be paid on presentation to the undersigned.
W. P. SHEARMAN,
Treasurer Erie Railway Company.

ATLANTIC AND PACIFIC RAILROAD COMPANY,
TREASURER'S OFFICE, No. 3 BROAD ST.,
NEW YORK, SEPT. 21, 1875.

THE REGULAR QUARTERLY DIVIDEND OF One and a Half per Cent. on the capital stock of the Pacific Railroad of Missouri will be paid on Oct. 20, to stockholders of record on Sept. 30. The transfer books will be closed from Sept. 30 until Oct. 21.

CLINTON B. FISK, Treasurer.

CENTRAL RAILROAD COMPANY OF NEW JERSEY,
119 LIBERTY STREET,
NEW YORK, SEPT. 24, 1875.

A QUARTERLY DIVIDEND OF TWO AND A HALF PER CENT. is declared, payable on and after WEDNESDAY, October 20th.

The transfer books will be closed from THURSDAY, the 30th inst., to SATURDAY, the 23d prox.
SAMUEL KNOX, Treasurer.

A portion of the New York, Boston and Montreal Railroad, ten miles in length, between High Bridge and North Yonkers, was formally opened on the 4th inst.

European and North American Consolidated Railway.

The following is a complete statement of the bonded indebtedness of this company, received from an authentic source. It will be recollected that the company ceased paying interest on its floating liabilities a few months since; and the investigating committee have now reported a plan which it is thought the creditors will accept, and thus place the company on a sure footing again:

1st. An issue of \$280,000 of 6 per cent twenty year currency bonds, dated August 1, 1863, and payable August 1, 1883. Of these \$261,000 have been called in, canceled and returned to the City Treasurer of Bangor as per his receipts, leaving \$19,000 still outstanding, on which the coupons have been regularly paid up to and including August 1, 1875. Coupons payable at the office of the company in Bangor. Bonds \$1,000 each.

2d. An issue by the City of Bangor to the European and North American Railway of \$1,000,000 twenty five year 6 per cent currency bonds, dated January 1, 1869, and payable January 1, 1894. Coupons payable in Boston January 1 and July 1, and have been paid by the railway company to and including January 1, 1875. These bonds, \$1,000 each, were all sold and the whole issue is outstanding. They are secured by a first mortgage of road from Bangor to Winn, 56 miles.

3d. An issue by the railway company of \$2,000,000 thirty year 6 per cent gold bonds (principal and interest), dated March 1, 1869, and payable March 1, 1899. Coupons payable in New York March 1 and September 1, and have been paid to and including March 1, 1875. Bonds \$1,000 each, secured by a first mortgage on the lands granted to the company by the State of Maine, a first mortgage on railway from Winn to the St. Croix river—about 58 miles—and by a second mortgage on the railway from Bangor to Winn, about 56 miles. Of these bonds \$1,986,000 have been disposed of, leaving \$14,000 unsold but pledged at the Bangor Savings Bank as collateral security for loans.

4th. An issue by the New Brunswick Railway Company of £411,000 of 30 year 6 per cent gold bonds (principal and interest) dated July 1, 1867, and payable July 1, 1897, coupons payable January 1 and July 1, and have been paid, on all bonds sold, to and including July 1, 1875. Total sold and outstanding £361,600 or about \$1,760,000, leaving unsold £49,400 or \$240,000, which are pledged as security for loans in London. Bonds £200 each. They are secured by a first mortgage on the entire line of road in New Brunswick, about 88 miles.

5th. On the 5th of December, 1872, after consolidation with the New Brunswick Company, an issue of \$6,000,000 of bonds was authorized for the purposes named in article 9 of the consolidation agreement. Of this issue \$5,000,000 were to be set apart and used only for the redemption and payment of the \$5,000,000 of first mortgage bonds upon the consolidated Railway, viz: \$3,000,000 in Maine and \$2,000,000 in New Brunswick. The other \$1,000,000 to be used to pay debts, purchase rolling stock, etc. Under this authority \$1,500,000 of these consolidated bonds were printed and \$1,000,000 only approved and signed by the trustees and duly prepared for use. These were 6 per cent bonds, 40 years to run, principal and interest in gold, dated May 1, 1873, payable May 1, 1913, coupons May 1 and November 1, payable in New York. Secured by a mortgage upon the entire line of railway from Bangor to St. John, N. B., and also a second mortgage upon the lands granted by the State of Maine to the European and North American Railway Company. Of these bonds \$6,000 only have been sold. The balance, \$594,000, are pledged as collateral security for loans of money to the company.

The outstanding bonds of the Bangor and Piscataquis Railroad Company, are:

1st. An issue by the city of Bangor to the company of \$600,000, thirty year 6 per cent currency

bonds, dated April 1, 1869, and payable April 1, 1899. Coupons payable in Boston April 1 and October 1 and paid to and including April 1, 1875. Bonds \$500 and \$1,000 each. Secured by a first mortgage on the entire line of railway—55 miles.

2d. An issue by the city of Bangor to the company of \$122,000 7 per cent currency bonds, dated Oct. 1, 1871, and payable April 1, 1899. Coupons payable in Boston April 1 and October 1 and paid to and including April 1, 1875. Bonds \$500 and \$1,000 each. Secured by first mortgage as above.

3d. An issue by the city of Bangor to the company of \$92,000 7 per cent currency bonds, dated Dec. 1, 1874, and payable April 1, 1899, coupons payable in Boston April 1 and Oct. 1, and paid to and including April 1, 1875. Secured same as the above. All the foregoing have been sold and are outstanding. Bonds \$1,000 each.

4th. An issue by the Railway Company of \$200,000 twenty eight year 7 per cent gold bonds (principal and interest), dated Feb. 1, 1871, and payable Feb. 1, 1899, coupons Feb. 1 and Aug. 1. None of these bonds sold, but all pledged at the Bangor Savings Bank as collateral security for a loan of \$100,000. Interest has been paid on this loan to Sept. 23, 1875.

Statement of the Public Debt of the United States October 1, 1875.

	DEBT BEARING COIN INTEREST.	
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$3,250 00
6 per cent. 1881 bonds, 1861..	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	2,839,420 25
6 per cent. 5-20 bonds, 1862..	24,597,200 00	622,430 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,666,300 00	810,692 92
6 per cent. 5-20 bonds, 1864..	946,000 00	23,665 00
6 per cent. 5-20 bonds, 1864..	57,897,750 00	1,445,743 75
6 per cent. 5-20 bonds, 1865..	152,534,350 00	3,813,358 75
6 per cent. consols, 1865.....	202,063,100 00	3,039,946 50
6 per cent. consols, 1867.....	310,622,750 00	4,654,341 25
6 per cent. consols, 1868.....	37,474,000 00	562,110 00
5 per cent. funded loan of 1881	437,956,450 00	3,649,637 08

Aggregate of debt bearing coin interest.....	\$1,703,431,850 00	\$22,885,395 50
Interest due and unpaid.....		6,734,730 99

DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$105,000 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,065 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	172,000 00	9,300 00
5 per cent. bonds, of 1855....	17,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	19,755,950 00	383,907 12
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847..	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per ct. treasury notes, 1861..	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863..	64,845 00	3,254 35
5 per cent. 2 year notes, 1863..	48,750 00	2,918 18
6 per cent. compound interest notes, 1863-64.....	358,400 00	71,649 56
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	191,900 00	14,210 98
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
4 per cent. certificates of indebtedness, 1870.....	111,000 00	2,220 00

Aggregate of debt on which interest has ceased since maturity.....	\$20,913,950 26	\$558,163 33
--------------------------------------------------------------------	-----------------	--------------

DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$69,852 50	
Legal tender notes, 1862-63..	373,941,124 00	
Certificate of deposit.....	60,530,000 00	
Fractional currency, 1862-3-4..	40,783,575 53	
Coin certificates, 1863.....	11,615,200 00	
Unclaimed interest.....		21,074 84

Aggregate of debt bearing no interest.....	\$487,099,732 03	\$21,074 84
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RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,070,649,100 00	
Bonds at 5 per cent.....	632,782,750 00	
	\$1,703,431,850 00	\$29,620,126 49
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	105,000 00
Debt on which interest has ceased since maturity.....	20,913,950 26	558,163 33
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$374,010,956 50	
Certificates of deposit.....	60,530,000 00	
Fractional currency.....	40,783,575 53	
Coin Certificates.....	11,615,200 00	
	\$487,099,732 03	
Unclaimed interest.....		21,074 84
	\$2,225,445,532 29	\$30,304,364 66

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,255,749,896 95

AMOUNT IN TREASURY.

Coin.....	\$67,833,316 94
Currency.....	4,790,352 92
Special deposit held for redemption of certificates of deposit as provided by law.....	60,660,000 00

	\$133,283,669 86
Debt, less amount in Treasury, Oct 1, 1875.....	\$2,122,466,227 09
Debt, less amount in Treasury, on the 1st ult. 2,125,808,789 70	

Decrease of debt during the past month.....\$3,342,562 61

Decrease of debt since June 30, 1875.....6,222,499 23

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$398,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	91,545 00
Union Pacific bonds, 1862-64..	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,500 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	24,424 80

Totals.....\$64,623,512 00 \$969,352 68

Interest paid by United States, \$24,202,907 70; interest repaid by transportation of mails, &c., \$6,398,524 16; balance of interest paid by United States, \$21,806,283 54.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1875.

B. H. BRISTOW,
Secretary of the Treasury.

Louisville and Nashville Railroad.

RESIGNATION OF COL. ALBERT FINK.

Col. Albert Fink, who for many years has been connected with the Louisville and Nashville Railroad, has resigned his position as General Superintendent and Vice President the resignation to take effect on the first of October. The reasons for his resignation are of an entirely private nature, his relations with the other officers and the directors of the road having at all times been of the most pleasant character.

In losing Col. Fink the Louisville and Nashville Railroad Company will miss a most valuable officer; one who has assisted to a great extent in building up the road to its present position as the largest and wealthiest road in the South.

Col. Fink has been connected with the Louisville and Nashville Railroad for eighteen years. Previous to that time he was an engineer of the Baltimore and Ohio Railroad, a position which he held for eight years, from 1849 to 1857. After leaving the Baltimore and Ohio Railroad he became engineer of the Louisville and Nashville Railroad when that road was in process of construction, thirty miles of it having at that time been completed. He became General Superintendent of the road in 1865, having also previously had charge of the machinery department. In 1871 he was elected Vice President of the company, and has ever since held both positions. He intended to resign sometime ago, but was urged to continue his connection with the road until the present time.—*Louisville Courier-Journal*, Sept. 27.

The Central Railroad Company of New Jersey having completed the Extension from

Long Branch to Seagirt, expected to commence running trains regularly on the 22d instant, making the run to Jersey City in about two hours. The connection with the Pennsylvania Railroad branch at Squan will be made in a few days.

Pacific Mail Steamship Co.

At a meeting of the directors of the Pacific Mail Steamship Company held in this city on the 27th ult., the following communication was received from Mr. George S. Scott, Vice President:

NEW YORK, Sept. 27, 1875.

To the President and Directors of the Pacific Mail Steamship Company:

GENTLEMEN: Important interests of this company requiring my temporary absence in Europe, I have deemed it advisable to present for your consideration the following statements:

Immediately on assuming the control of its affairs I endeavored to systemize the accounting department, so as to be able to arrive at the monthly earnings and expenses. This, through the efforts of the head of that department, has been so far accomplished, that I am enabled to lay before the board the results of the last two months:

	July, 1875.	Aug., 1875.
Gross earnings	\$485,308 82	\$516,912 17
Total expenses	396,014 74	373,674 94

Net earnings \$89,294 08 \$143,237 23

The total net earnings for two months are \$232,531 31, an increase of \$147,299 94 over the corresponding months of 1874.

The general financial results of the company's business since March 1, 1875, are as follows:

Total indebtedness March 1, 1875, exclusive of Panama loan, and including the current payments accruing to December 1, 1875, under the contract for three new iron steamers.....\$1,474,701 38

PRESENT INDEBTEDNESS.

Bills payable.....	\$253,077 67
Due connecting lines...	78 833 33
Loan due directors	103 000 00
Currency due bank.....	45 679 44
Cash bills.....	25,000 00

\$505,590 44

LESS CASH ASSETS.

Gold on hand.....	\$77,123 57
Freights due in N. York, 45,000 00	
Due by U. S. Government.....	157,000 00
Due by Mexican Government ..	44,000 00
Due by connecting lines.....	175,000 00

\$498,123 57

7,466 87

Total net reduction of liabilities..\$1,467,234 51 inclusive of payments on new steamers. It is not surprising, in view of the foregoing statement, that the credit of the company has so steadily and materially improved.

Upon completion of the new ships at Chester, the Australian and China lines will be fully equipped with new iron propellers. To the economy resulting from the general introduction of these modern screw steamers upon the lines of the company these gratifying results are mainly due.

Geo. S. Scott,
Vice President.

In a supplemental report, dated October 2, 1875, Mr. Scott says:

For the purpose of replying to numerous inquiries

called forth by the statement lately made to the Board of Directors of this company, I desire to say it was not the intention of the management to do other than offer a comparison between the liabilities of the company as they appear on the books of the New York office to December 1 and as they existed on the 1st of March of the present year.

The intention was rather to answer conclusively the reports so frequently circulated that the company was on the eve of bankruptcy than for any other purpose.

After December 1 the liabilities may be briefly and generally stated:—

First—Amount due Panama Railroad Company, \$500,000.

Second—Bills for coal, stores and supplies for September, not audited.

Third—Balance due Messrs. John Roach & Son, on delivery of new ships, together with their necessary outfit, from which latter sum may be deducted the earnings of their trip to San Francisco.

The bills of supplies, &c., aggregate about \$10,000 per month.

The balance due on each ship when completed and delivered being \$315,000, without cost of outfit.

In addition to these liabilities there is a claim against the company for taxes, which the company's attorneys are confident will be materially reduced. To offset this, however, the company have in suit a very large volume of claims, with fair prospects of success. The recovery of a small percentage of these would more than liquidate the "tax liability."

In regard to the future of the company it may be reasonably assumed that the earnings for the next twelve months will at least keep pace with those of the past five months. This would realize the gross sum of \$6,000,000.

With a continuance of the present system of management the total expenses should not exceed sixty five per cent of the gross earnings, which, after a reasonable allowance for depreciation, would leave a surplus to the company of upward of \$1,500,000 to the liquidation of its indebtedness.

In view of the fact that after December 12 the company will effect a saving of \$10,000 gold per month, and after January 12 a further sum of \$10,000 gold per month, now paid for the charters of steamers Vasco de Gama and Vancouver, together with the earning capacity of its three new ships, now a dead asset, the estimate of earnings and expenses is not, in my judgment, an unreasonable one.

No attempt has been made to place a valuation on the company's assets, as any conclusion arrived at would necessarily be a matter of personal opinion and subject to a wide diversity of views.

The Central Pacific Railroad Company are pushing the Colusa extension railroad from Woodland up with great vigor. Eight miles of track are already laid, and all with steel rails, which are the only kind used.

Messrs. James A. Freeman & Co. sold at auction at the Stock Exchange in this city on the 22d ult., \$25,000 bonds New York, Housatonic and Northern Railroad mortgage 7s, with last October coupons attached, at 2 per cent.

In the suit of George Reed against the Wisconsin Central Railroad trustees, the injunction against the sale of the balance of the bonds in the hands of the Company was dissolved.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

THE UPHOLSTERERS' ELASTIC SPONGE

COMPANY,

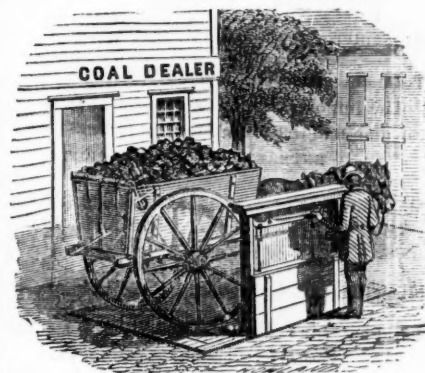
No. 42 LAWRENCE STREET,
NEWARK, N. J.,

Invite the attention of the trade to their make of **Elastic Sponge** for all Upholstering purposes. This sponge is prepared by an entirely new process (secured by letters patent), free from all the deleterious materials heretofore used in preparing sponge. This make of **Elastic Sponge** is chemically prepared, is dry, and never loses its elasticity; and, by the peculiarity of its preparation, renders insect life of every kind impossible. For particulars, address

GEORGE R. DUNN, Manager.

FAIRBANKS' SCALES,

R. R. TRACK, HAY, COAL SCALES.



SCALES

For Rolling Mills, Furnaces, Foundries, Miners' Use.

SCALES

For Stores, Mills and Wharves.

SCALES

For Elevators and Grain Warehouses.

SCALES

For Farmers, Butchers, Druggists, &c., &c.

ALSO,

The Most Perfect Alarm Cash Drawer,

MILES ALARM TILL CO'S. Also,

Herring's Safes, Coffee and Drug Mills, Letter Presses.

FAIRBANKS' STANDARD SCALES.

PRINCIPAL SCALE WAREHOUSES,

FAIRBANKS & CO., 311 Broadway, N. Y.
FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.
FAIRBANKS & CO., 53 Camp Street, N. w Orleans.
FAIRBANKS & CO., 63 Main Street, Buffalo, N. Y.
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.
FAIRBANKS & CO., 403 St. Paul's Street, Montreal.
FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Phila., Pa.
FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin. O.
FAIRBANKS, MORSE & CO., 182 Superior St., Clev'd. O.
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburg.
FAIRBANKS, MORSE & CO., 5th & Main Sts., Louisville.
FAIRBANKS & CO., 302 & 304 Washington Av. St. Louis.
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

MANUFACTURERS,

E. & T. Fairbanks & Co.,

ST. JOHNSBURY, VT.

For sale by leading Hardware Dealers.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.		
	1874.	1875.
Manufactures of wool....	\$2,076,408	\$1,946,517
" cotton....	1,104,664	967,300
" silk....	2,194,220	1,932,397
" flax....	804,812	572,530
Miscellaneous dry goods..	618,351	573,590

Total..... \$6,797,955 \$5,992,334

WITHDRAWN FROM WAREHOUSE.

	1874.	1875.
Manufactures of wool....	\$1,958,972	\$1,362,918
" cotton....	419,711	367,196
" silk....	502,680	642,056
" flax....	458,695	444,702
Miscellaneous dry goods..	151,722	127,123

Total..... \$3,491,780 \$2,943,995
Add entered for consump. 6,797,955 5,992,334

Thrown upon market.... \$10,289,735 \$8,936,329

ENTERED FOR WAREHOUSING.

	1874.	1875.
Manufactures of wool....	\$1,130,583	\$889,781
" cotton....	327,267	286,858
" silk....	528,958	634,854
" flax....	374,688	268,726
Miscellaneous dry goods..	140,551	91,915

Total..... \$2,508,047 \$2,272,134
Add entered for consump. 6,797,955 5,992,334

Total entered at the port. \$9,306,002 \$8,264,468

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

	1874.	1875.
Manufactures of wool....	\$17,583,622	\$16,896,400
" cotton....	14,267,311	14,060,455
" silk....	17,659,910	17,065,581
" flax....	7,939,008	6,987,902
Miscellaneous dry goods..	5,423,123	5,734,439

Total ent. for consump.... \$32,872,974 \$30,744,777

WITHDRAWN FROM WAREHOUSE.

	1874.	1875.
Manufactures of wool....	\$12,294,282	\$9,952,569
" cotton....	5,205,642	4,505,505
" silk....	4,845,889	4,372,259
" flax....	4,974,882	4,538,607
Miscellaneous dry goods..	1,308,836	1,182,007

Total withdrawn from warehouse..... \$28,629,531 \$24,550,947

Add entered for consump. 62,872,974 60,744,777

Total thrown on the market..... \$91,502,505 \$85,295,724

ENTERED FOR WAREHOUSING.

	1874.	1875.
Manufactures of wool....	\$11,941,008	\$9,875,532
" cotton....	4,660,516	4,364,610
" silk....	4,058,279	4,878,828
" flax....	4,578,357	4,221,967
Miscellaneous dry goods..	1,383,198	1,263,690

Total entered warehouse. \$26,619,358 \$24,604,627
Add entered for consump. 62,872,974 60,744,777

Total entered at the port. \$89,492,332 \$85,349,404

The Coal Trade.

The tonnage of all the anthracite regions for the week ending on the 25th ult., as stated by the Philadelphia Ledger, aggregated 586,155 tons, and for the year 14,048,636 tons, against 14,430,427 tons to same last year, a decrease of 381,791 tons. The bituminous tonnage for the week was 91,912 tons, and for the year 2,708,967 tons, making a total of all kinds for the week of 660,067

and for the year of 16,757,603 tons, against 17,035,095 tons to the same time last year, a decrease of 277,492 tons. At Port Richmond for the week ending the 2nd instant there were receipts of 80,000 tons of coal, shipments of 75,000 tons, leaving 160,000 tons on hand.

Superintendent Bentley, of the New London Northern Railroad, and the directors visited Turner's Falls on the 29th ult., and in company with many of the business men looked over the route for the proposed branch railroad. They seemed favorably impressed, promised a speedy decision and gave encouragement that the road would be begun within a month.

The Walla Walla and Wallula Railroad is now completed from Wallula to a point within five miles of Walla Walla.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT. Having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

J. M. Brigham, J. H. Butts, Ag'ts,
KINGSTON, N. Y. 95 LIBERTY ST. N. Y.

DELAFIELD & BAXTER CEMENT COMPANY.

MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT. We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

THE JAMES CEMENT CO.

Manufacture a superior quality of **ROSENDALE CEMENT**, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

J. B. JAMES, President.
W. G. JAMES, Treasurer.

41 Dey Street, New York.

LAWRENCEVILLE CEMENT COMPANY.

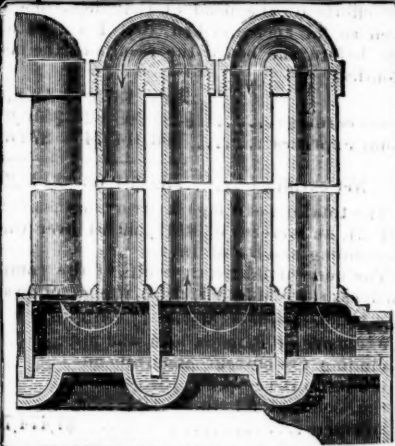
ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

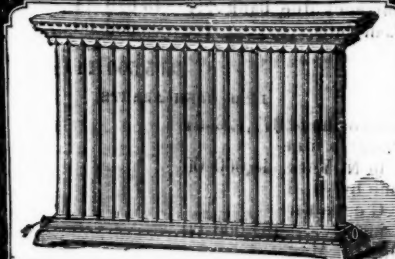
WM. N. BEACH, Pres't,
96 Wall Street, New York.

Don't THROW AWAY YOUR Money



BY USING INFERIOR HEATING APPARATUS.

A MASS OF IRON, COLD, OR AT BEST BUT PARTIALLY WARM IS THE RESULT OF BAD CIRCULATION IN MOST STEAM RADIATORS.



The above cuts represent the sectional and outside views of **CARR'S STEAM RADIATOR** which has a positive circulation HEATS UP AT ONCE, the air being immediately expelled on the admission of steam.

FOR PRICE LISTS, DESCRIPTIONS ETC. SEND TO **M. CARR,**
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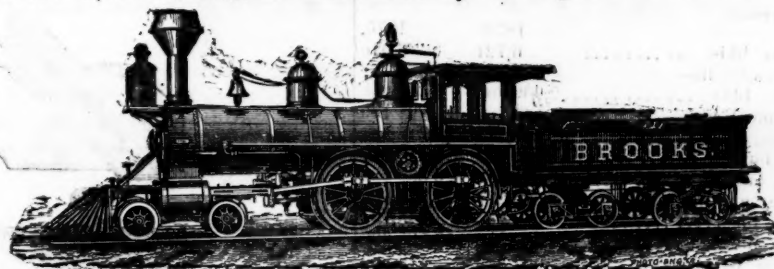
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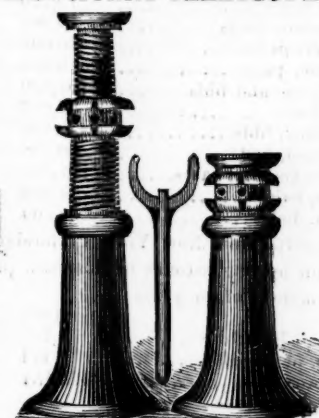
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MILLER & SMITH,
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The Dickson Manufacturing Co. of Scranton,

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for first nine months of the years:

	1874.	1875.
Ashes, bbls.....	6,721	6,046
Breadstuffs—		
Flour, bbls.....	2,909,805	2,555,945
Cornmeal, bbls.....	145,768	94,190
Wheat, bush.....	82,685,217	21,718,831
Rye, bush.....	462,267	125,760
Oats, bush.....	7,547,849	6,669,101
Barley and malt, bush.....	890,277	1,524,886
Peas, bush.....	344,956	245,784
Corn, bush.....	24,681,942	17,585,628
Cotton, bales.....	607,842	413,909
Naval Stores—		
Crude turp., bbls.....	10,935	6,539
Spirits turp., bbls.....	63,156	49,544
Rosin, bbls.....	404,581	391,079
Tar, bbls.....	41,132	20,608
Pitch, bbls.....	3,059	857
Provisions—		
Pork, pkgs.....	90,112	116,858
Beef, pkgs.....	18,729	18,986
Cutmeats, pkgs.....	250,304	242,070
Butter, pkgs.....	660,004	706,787
Cheese, pkgs.....	1,518,625	1,681,971
Lard, tcs. and bbls.....	191,039	202,496
Do., kegs.....	28,206	10,322
Whiskey, bbls.....	140,587	121,174
Tobacco, hds.....	100,396	38,533
Do., boxes and cases.....	197,278	139,487
Hops, bales.....	14,092	12,451
Wool, bales.....	62,209	50,553

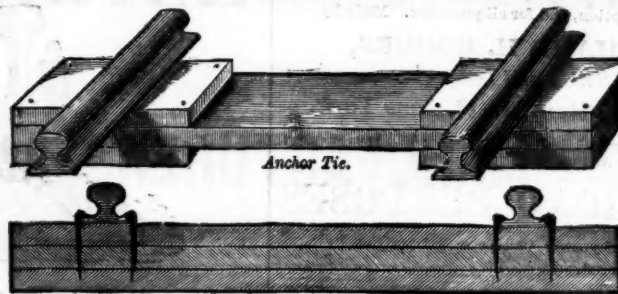
Exports from New York to foreign ports of certain leading articles of domestic produce for nine months of the years:

	1874.	1875.
Ashes—Pots, bbls.....	1,732	2,326
Do. pearls, bbls.....	174	150
Beeswax, lbs.....	135,184	64,652
Breadstuffs—		
Wheat flour, bbls.....	1,648,188	1,362,271
Rye flour, bbls.....	6,425	4,460
Cornmeal, bbls.....	135,482	127,747
Wheat, bush.....	28,941,541	19,495,843
Rye, bush.....	550,793	152,333
Oats, bush.....	92,328	96,812
Barley, bush.....	3,320	225
Peas, bush.....	279,646	238,170
Corn, bush.....	16,097,882	9,787,244
Candles, bxs.....	44,329	41,018
Coal, tons.....	50,143	27,319
Cotton, bales.....	293,883	273,475
Hay, bales.....	18,843	35,258
Hops, bales.....	3,131	4,099
Naval Stores—		
Crude turp., bbls.....	822	.....
Spirits turp., bbls.....	8,556	8,990
Rosin, bbls.....	309,240	324,570
Tar, bbls.....	25,157	5,604
Pitch, bbls.....	4,866	2,170
Oils—whale, galls.....	44,689	76,853
Do., sperm, galls.....	325,629	427,486
Do., lard, galls.....	54,964	40,426
Do., linseed, galls.....	19,263	3,259
Petroleum, galls.....	110,269,987	100,266,195
Provisions—		
Pork, bbls.....	140,497	132,565
Beef, bbls.....	28,691	28,227
Do., tcs.....	31,480	37,064
Cutmeats, lbs.....	178,740,599	131,910,771
Butter, lbs.....	3,605,170	2,745,631
Cheese, lbs.....	81,353,718	78,625,140
Lard, lbs.....	104,244,858	91,388,961
Rice, tcs.....	26	110
Do., bbls.....	39,333	26,697
Tallow, lbs.....	48,377,826	81,941,672
Tobacco, crude, pkgs.....	141,755	74,978
Do., manf., lbs.....	6,783,295	4,690,762
Whalebone, lbs.....	104,035	147,874

A joint stock construction company, with Hon. Chas. Foster as President, has been organized to finish the Atlantic and Lake Erie Railway.

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These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

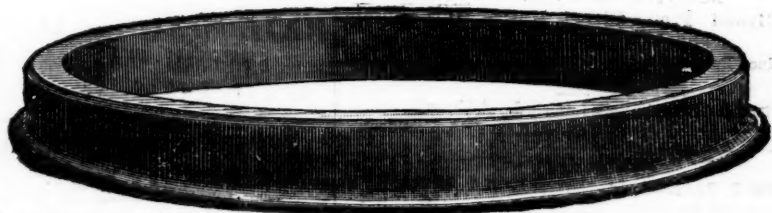
Some of the Ties which have been in use three years are now in the office of the company for inspection.

For further particulars, testimonials, &c., apply to

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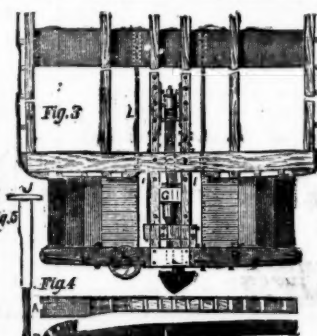
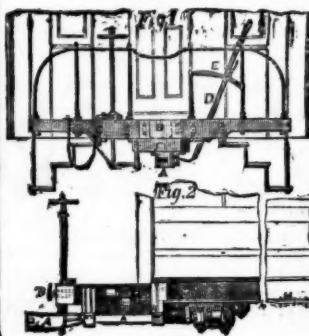
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